

The SHIPPING WORLD

AND SHIPBUILDING & MARINE ENGINEERING NEWS



VOL. CXXIV No. 3009

WEDNESDAY, FEBRUARY 28, 1951

Price 1/6



Built by Swan, Hunter & Wigham Richardson Ltd., for the Port Line, the *M.V. Port Brisbane* is now in service on the United Kingdom—Australia, New Zealand route.

This ship is the first in the service to adopt the principle of streamlining. Features of its design include large electrically refrigerated holds for chilled and frozen cargoes, an all-electric galley for the crew, 16 electric winches and an electric deck crane. Current for the auxiliary machinery is provided by four 220 volts, 300 kW generators.

To give long trouble-free service under all maritime conditions, Ship Wiring Cables on this vessel were provided by B.I.C.C.



Ship Wiring Cables

BRITISH INSULATED CALLENDER'S CABLES LIMITED
NORFOLK HOUSE, NORFOLK STREET, LONDON, W.C.2

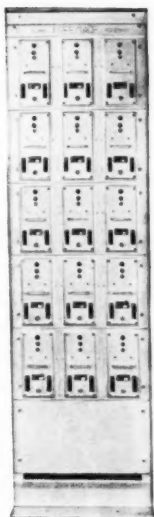
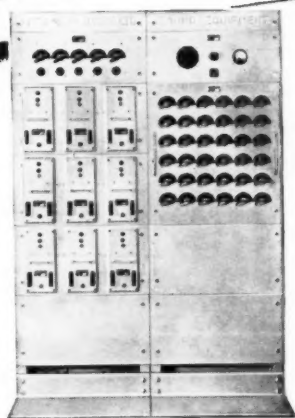
Semi-Miniature POWER AMPLIFIERS

Occupying only a third of the space hitherto required, the '70' and '80' series of power amplifiers developed and produced by REES MACE engineers represent a major advance in amplifier design.

The application of semi-miniature technique has resulted in a readily interchangeable unit measuring only $4\frac{1}{2}$ " x $9\frac{1}{2}$ " x $10\frac{1}{2}$ " which, in operating direct from D.C. mains, reduces maintenance to a minimum.

Equally suitable for large or small installations, these units conform to the high marine standard already associated with REES MACE products.

For full details of the A.70 (100v.D.C.) and A.80 (220v.D.C.) please write to:—



375 watts of high quality audio sound may be obtained with fifteen amplifiers mounted in one standard rack.

REES MACE (1950) LTD

11, Hinde Street, London, W.1. Telephone WELbeck 7961



A Great Name in Dredging

Dredging or land reclamation in most parts of the World is simple and less costly using the 'Dee' prefabricated dredger.

WESTMINSTER DREDGING CO., LTD.

(E. D. KALIS - MANAGING DIRECTOR)
New Address:
12-14 DARTMOUTH STREET · WESTMINSTER · LONDON · S.W.1
Telephone: Trafalgar 6835 6

And at BROMBOROUGH, CHESHIRE. Rock Ferry 4255 & 4530
CONTRACTORS TO THE ADMIRALTY AND CROWN AGENTS

THE SHIPPING WORLD

JULY - DECEMBER, 1950

INDEX TO VOLUME CXXIII

SHIP INDEX

Afric, Br. c. liner ... ill. 458, 522
 Alioth, Neth. m.c. liner ... 255, ill. 298
 Altair, Neth. p.m.s. ... 84, ill. 192
 Alvelos, Port. m. tkr. ... ill. 212
 Ampère, Fr. cable ship ... 54
 Amstelstroom, Neth. m.s. ... 33
 Andalusian, Br. c.s.s. ... ill. 22
 Aquitania, Br. liner ... 360
 Araine, Fr. m. tkr. ... 192
 Arundel Castle, Br. p. liner ... 138, ill. 256
 Assyria, Br. c. liner ... ill. 187-8
 Athelbeach, Br. m. tkr. ... ill. 232
 Athelbrook, Br. coastal tkr. ... 171, ill. 172
 Atlantic Duchess, Br. m. tkr. ... 75, 421, ill. 429-34

Bacchus, Fr. wine carrying v. ... 146
 Bahia Aguirre, Arg. p.c.v. ... ill. 227-230
 Bahia Buen Suceso, Arg. p.c.v. ... ill. 227
 Bahia Thetis, Arg. p.c.v. ... ill. 227
 Balholm, Nor. m.s. ... ill. 354
 Baltraver, Br. rf. c.v. ... ill. 412-4
 Baro, Br. c.s.s. ... ill. 154
 Beeding, Br. m. collier ... ill. 416
 Bella Dan, Dan. c.v. ... 368
 Bellerophon, Br. m.v. ... ill. 298
 Bergemaster, Nor. tkr. ... ill. 78
 Betwa, Br. m.c. liner ... ill. 192
 Birgit Thorden, Swed. m.s. ... 128
 Black Hawk, Nor. c.m.v. ... ill. 7, ill. 293-4
 Blenheim, Br. p.c. liner ... 150
 Blidum, Ger. c.s.s. ... ill. 154
 Boren, Swed. c.v. ... 242
 Brabo, Br. c.v. ... 422
 Bravore, Nor. rf. c.v. ... ill. 76-77
 Breconshire, H.M.S. ... 200
 British Adventure, Br. tkr. ... 419
 British Explorer, Br. tkr. ... ill. 78
 British Fidelity, Br. tkr. ... 110
 British Prospector, Br. m. tkr. ... 336
 British Strength, Br. m. tkr. ... 286
 British Surveyor, Br. m. tkr. ... ill. 502
 British Warrior, Br. m. tkr. ... 231, 465
 Britannic, Br. p. liner ... 318
 Brutus, Br. trawler ... ill. 354
 Byggholm, Dan. m.v. ... 246

Campania, H.M. aircraft carrier ... 318, 434
 Ceylon, Swed. c. liner ... ill. 60, 243
 Chili, Fr. m.v. ... 311, ill. 114-115
 Christine, Fr. m.v. ... ill. 276-7
 Chusan, Br. p. liner ... ill. 9-14, ill. 295-5
 Cingalese Prince, Br. c. liner ... 75, ill. 253-5
 City of Bedford, Br. c. liner ... ill. 458
 Ciudad del Quinto, Col. m.c. liner ... ill. 172
 Clam, Br. m. tkr. ... 121
 Colombia, Fr. liner ... 32, ill. 203, ill. 436
 Constitution, U.S. p. liner ... 244
 Corcrest, Br. collier ... 158
 Cottonwood Creek, Br. tkr. ... 170
 Cumulus, Swed. m.s. ... 55

Dainty, H.M. destroyer ... 150
 Daleby, Br. m.v. ... ill. 208
 Deepool, Br. m.v. ... ill. 208
 Diemerdijk, Neth. liner ... ill. 212
 Dilwara, Br. troopship ... 226, ill. 249

Djurdjura, Fr. c. liner ... ill. 358
 Duke of York, Br. cr.-ch. s.s. ... 24
 Dunedin Star, Br. c.v. ... ill. 316

Eastern Queen, Br. c. s.s. ... ill. 256
 El Kerym, Br. p.m.v. ... ill. 332
 Electric Star, Br. ferry s.s. ... ill. 185
 Elettra, Il, Br. diesel yacht ... 284, ill. 289
 Empire Windrush, Br. p.v. ... 181

Felix Roussel, Fr. v. ... 194, 252
 Ferngrove, Nor. m.c. liner ... ill. 116
 Flamenco, Br. p.c.v. ... ill. 476-9
 Foudroyant, Br. frigate ... 64
 Friesland, Neth. collier ... ill. 136

Galathea, Dan. research v. ... 246
 General Pueyrredon, Arg. c.v. ... 491
 Gerda Maersk, Dan. m. tkr. ... 368
 Glenville, Nor. c.v. ... ill. 96
 Gulvain, Br. yacht ... 352

Hamburg, U.S. p.v. ... 194
 Haugvik, Nor. m. tkr. ... 146
 Haven, U.S.N. hosp. ship ... ill. 428
 Helena, Nor. fruit v. ... ill. 480
 Helios, Nor. p.m.s. ... 128
 Hero, Nor. c. liner ... ill. 136
 Himalaya, Br. p. liner ... 13
 Hironelle, Br. c.m.s. ... ill. 154
 H.M. Wrangell, Nor. m. tkr. ... 78
 Hydra, Nor. c.v. ... ill. 416

Ile de la Réunion, Fr. p.m.v. ... 7
 Imperial Leduc, Can. tkr. ... 393
 Imperial Redwater, Can. tkr. ... 393
 Independence, U.S. p. liner ... ill. 502
 Irland, Dan. m. tkr. ... 368
 Islas Malvinas, Arg. m. tkr. ... 55, ill. 378
 Ixion, Br. c.p. liner ... ill. 116

Japan, Swed. c. liner ... ill. 416
 Jalvallah, Ind. c.v. ... ill. 520
 Jessie Stove, Nor. fruit carrier ... 252
 Jutlandia, Dan. p.c. liner ... 246, 469

Kaladan, Br. c.m.s. ... ill. 520
 Kenuta, Br. p.c.v. ... ill. 476-9, ill. 278
 Kenya, Br. p.c. liner ... ill. 446
 Kocho Maru, Jap. c.v. ... ill. 232
 Kronprinsessen Ingrid, Swed. p.m.v. ... 252
 Kusa, Br. fishing v. ... ill. 156

La Sierra, Br. c.m.s. ... ill. 60
 Laganfield, Br. tkr. ... 260, ill. 273
 Langleyde, Br. m.c. liner ... ill. 396
 Leoville, Nor. c. liner ... ill. 212
 Liberté, Fr. p. liner ... 101, 121, ill. 147-8, 153
 Lucy Ashton, Br. paddle steamer ... 19, ill. 149-150
 Lumen, Br. tkr. ... 112, ill. 189, 190

Maasdam, Neth. p.v. ... 398
 Macharda, Br. c.v. ... 371
 Mai Bente, Nor. tkr. ... 446, ill. 502
 Maidan, Br. c.v. ... 372
 Maipo, Arg. p.v. ... ill. 203
 Malasian, Br. c. st. ... ill. 278
 Manao, Br. c. liner ... ill. 396
 Manchester Merchant, Br. c. liner ... 268, 369
 Mäni, Iceland stm. trawler ... 454
 Maria Fausta G., Itl. c.v. ... ill. 96
 Marianne, Ger. c.s.s. ... ill. 154
 Mathilde Maersk, Dan. m.v. ... 252
 Maud Reuter, Swed. tkr. ... 245
 Maudsdratt, Nor. p.v. ... ill. 449
 Mamon, Swed. c.v. ... 242
 Mette Maersk, Dan. m. tkr. ... 252
 Minster, Br. collier ... ill. 42
 Monarch of Bermuda, Br. p. liner ... 181
 Mayana, Br. training v. ... 30
 Mtwara, Br. p.v. ... 190
 Muristan, Br. c. liner ... ill. 336

Natalie O. Warren, U.S. tkr. ... 145
 Nerva, Nor. m. tkr. ... ill. 298, 325
 New Australia, Br. p.v. ... 92, 181, ill. 131-4
 Nina, Fr. coaster ... 522, ill. 378
 Nina Borthen, Nor. tkr. ... ill. 480
 Noordzee, Neth. tug. ... ill. 408
 Nordlys, Nor. p.c.v. ... 252
 Nottingham, Br. rf. c. liner ... ill. 22

Ocean Monarch, Br. p. liner ... 82, 87, 220
 Oranor, Nor. m. tkr. ... ill. 42
 Orades, Br. p. liner ... 28
 Oronsay, Br. p. liner ... 6, 28, 364
 Oslofjord, Nor. p. liner ... 80, 398

Parthia, Br. p.c.v. ... 446
 Pathfinder, Pan. ore carrier ... ill. 38-40
 Patricia, Swed. p.c. liner ... 395
 Paul Solente, Fr. dredger ... ill. 116
 Phoenix, U.S. tkr. ... 145
 Polarbrist, Br. tkr. ... 482
 Poling Brothers No. 1, U.S. barge ... 252
 Porjus, Swed. ore carrier & tkr. ... ill. 436
 Port Adelaide, Br. rf. c.v. ... 473
 Portsmouth, Br. m. collier ... ill. 42, 479
 Posselt, Ger. c.v. ... ill. 212
 President Jackson, U.S. p. liner ... 258
 President Wilson, U.S. p. liner ... 16
 Princess Elizabeth, Br. stm. trawler ... ill. 452-3
 Princess of Nanaimo, Br. p. liner ... 225
 Prins Bernhard, Neth. p. car-ferry ... ill. 203
 Prospector, Pan. ore carrier ... ill. 38-40

Queen City, Br. c.v. ... ill. 480
 Queen Elizabeth, Br. p. liner ... ill. 109

Redfonn, Nor. tkr. ... 145
 Red Hackle, Br. stm. trawler ... ill. 497-500
 Riberhus, Dan. m.v. ... 246
 Ringard, Nor. m. tkr. ... 491
 Rosa Maersk, Dan. m. tkr. ... 368
 Rushine, Br. p. liner ... 491
 Rubani, Br. pilot v. ... ill. 41
 Ryndam, Neth. p. liner ... 398

LIST OF ABBREVIATIONS

c.=cargo Ch.=Channel D.E.=diesel-electric f.v.=fishing vessel m.=motor p.=passenger p.c.v.=passenger and cargo vessel
 rf.=refrigerated stm.=steam s.s.=steamship T.E.=turbo-electric tkr.=tanker tpt.=transport v.=vessel

St. Germain, Fr. train ferry	... ill. 348-9
St. Luke, Br. trawler	... 34
Sanana, Neth. c.m.s.	... ill. 520
Santhia, Br. p.c. liner	... ill. 458
Sythia, Br. p. liner	... 217, ill. 222, ill. 232
Sea Salvor, H.M. salvage v.	... 200
Security, Br. m. coaster	... ill. 42
Sicilia, Swed. m.c.v.	... ill. 396
Silver Searcher, Nor. drifter	... 19
Sir James Mitchell, Br. dredger	... ill. 172
Sir Thomas Brocklebank, Br. pilot v.	... ill. 316, ill. 515-7
Skabryn, Nor. m.p.v.	... 405
Skokloster, Swed. p.m.v.	... 450
Sommerstad, Nor. m. tkr.	... ill. 358
Songa, Nor. c.v.	... ill. 449
South Hill, Br. training v.	... 30
Southern Foster, Br. whalecatcher	... ill. 354

Soya Christina, Swed. tkr.	... 242
Suevic, Br. rf. c. liner	... ill. 60
Sycamore, Br. c. liner	... 75
Taisha Maru, Jap. fishing v.	... ill. 297
Tanea, Br. coastal tkr.	... ill. 316
Tank Emperor, Nor. tkr.	... 55, 325, 426, ill. 60, ill. 378
Tank Prince, Nor. m. tkr.	... ill. 358
Tasmania Star, Br. rf. c. liner	... ill. 436
Thorshavn, Nor. m. tkr.	... ill. 56-59
Thurland Castle, Br. p.c.v.	... 98
Troma, Nor. tkr.	... ill. 256
Ultrazag, U.S. tkr.	... 145
United States, U.S. p.v.	... 398

Valkyrien Maersk, Dan. m. tkr.	... 69
Velutina, Br. tkr.	... 26, 94, 98, 190, ill. 163-166
Venezia, Swed. m.c.v.	... ill. 292
Viator, Nor. rf. c. liner	... 128, ill. 245
Ville d'Alger, Fr. p.c.v.	... ill. 93-94
Ville de Tananarive, Fr. p.c.v.	... ill. 96
Vinga, Swed. s.s.	... 128, ill. 136
Volsella, Br. tkr.	... 26
Wanderer, Br. coaster	... 217
Wandrahm, Ger. c.v.	... ill. 278
Wandsworth, Br. collier	... 398, 416, 553
Wanstead, Br. m.v.	... 152
Wendover, Br. m.v.	... ill. 376
William Scoresby, H.M. research v.	... 422
Woodford, Br. c. liner	... 53
Yapeyu, Arg. p.c.v.	... 347

GENERAL INDEX

A.C.V. Sales, Ltd.	... 330
A.E.C., Ltd.	... 330
A.R.C. Marine Co., Ltd.	... 329
Aberdeen	... 8
Aberdeen Steam Navigation Co., Ltd.	... 183
Accommodation :	
crew	... 102, 261
emigrants	... 84
Agence Maritime de Keyser	
Thornton S. A.	... 94
Air Chartering	... 121, 195, 381, 463
Air-Drying Equipment	... 371
Air Freight Market	... 37, 289, 387, 471
Air Liaison, Ltd.	... 206
Air Registration Board	... 36
Air Survey Co. Ltd.	... 206
Air Traffic Control	... 35
Airbrokers Assoc.	... 387
Aircrow Co. & Jicwood Ltd.	... 84
Airspeed Ambassador Aircraft	... 472
Albatros S.A. Belge	... 8
Alexander, Sir Frank	... 87, ill. 174
"Alfloc" Water Treatment	... 13
Allbright & Wilson, Ltd.	... 207
Allen, Sons & Co. Ltd., W. H.	... 13, 460
Alloys, Light	... 89-90, 353, 400, 449
cabin	... 448
deckhouses	... 15-16, 497-8
floodlighting equipment	... 91
funnels	... 186
gangway	... 17
imports	... 363
lifeboats	... 90, 184, ill. 351-2
pound boards	... 500
strip mill	... 247
welding	... 450
Almin, Ltd.	... 17
Alternating or direct current	
71, 161, 223, 409	
Aluminium—(see Alloys, Light)	
Aluminium Development Assoc.	... 186, 352, 363
Aluminium Wire & Cable Co., Ltd.	... 91
American Bureau of Shipping	... 145
American Export Lines	... 184
American Merchant Marine Institute	... 120
American Overseas Airlines	... 35
American President Lines	... 262, 318
Ammon, Lord	... 462
Amsterdam	... 512
Drydock Company	... 70
Anchor Line, Ltd.	... 98
Anderson, Donald F.	... 426
Anderson, Sir Colin	... 123, 326
Anderson, Sir John	... 62, ill. 338
Andreae, Dr. Edward	... 339, 347
Anglo-American Oil Co., Ltd.	... 31, 47, 110, 113, 366
Anglo-Iranian Oil Co., Ltd.	... 33, 107, 169, 170, 350
Anglo-Saxon Petroleum Co., Ltd.	... 26, 94, 163, 380

Angus & Co., Ltd., George	... 330
Ankerson, W. A.	... ill. 300
Anti-Corrosive Compositions	... 190
Antwerp	... 94, 169, 512
Appleby Frodingham Steel Co., Ltd.	... 178
"Aquapaint"	... 457
Aquila Airways, Ltd.	... 126
ArdenneAcoustic Laboratories Ltd.	... 109
Ardrossan Dockyard, Ltd.	... 332
Argentina :	
meat shipments	... 82
shipping	... 140, 176, 227, 347, 491
Armstrong Siddeley, Ltd.	... 390
Arnet Robinson, M.	... 110
Associated British Oil Engines (Export), Ltd.	... 329
Associated Electrical Industries Ltd.	... 27
Auckland	... 44
Auster Autocar	... ill. 288
Austin & Son, Ltd., S.P.	... 479
Australia	... 52
grain	... 179
ports	... 83, 236
shipbuilding	... 260
Automatic Coil Winder & Electrical Equipment Co., Ltd.	... 162
Automatic Combustion Control	... 166
Auxiliaries :	
AC Electrical	... 223
Design of Ships	... 283
Avonmouth	... ill. 357
Ayre, Sir Amos	... 197, ill. 234
Ayre, Sir Wilfrid	... 400
Babcock & Wilcox, Ltd.	... 80
Bailey Ltd., C. H.	... 20
Bakelite, Ltd.	... 292
Balancing Charges	... 83, 37, 100, 158, 467
Ballast	... 441
Baltic Exchange	... 426
Baltic & International Maritime Conference	... 3, 177, 326
Barclay Curle & Co., Ltd.	... 249, 482
Barges :	
integrated	... 393
oil	... 92
Barnes, Alfred	... 513
Barr, G. W.	... 225
Barracrough, Henry	... 88, 262, ill. 269
Barry	... 380
Bartram & Sons Ltd.	... 380
Bates, Col. A. G.	... 363, 371
Bayley, J. W.	... 361, 484
Bearings, Split Roller	... 364
Beck, W. H.	... ill. 398
Beira, port of	... 434
Bergenske Dampskibsselskab	... 243
Bergesen, Ole	... 504
Bergne-Coupland, J. R.	... ill. 460
Bernstein Shipping Co.	... 98, 194
Bethlehem Steel Company	... 386

Biddle, R.P.	... 6, 101
Bills of Lading	... 177, 201, 326
Birmabright, Ltd.	... 185, 351
Blackadder, W. F.	... ill. 156
Blackburn & General Aircraft Co.	... 37
Blohm & Voss	... 258
Blyth Dry Docks & Shipbuilding Co. Ltd.	... 258
Boatbuilding	... 261
Boe Ltd. A. S. Conrad	... 510
Boller Fuel in Diesel Engines	... 75, 255, 286, 341
Boilers :	
corrosion of	... 355
watertube	... 377
Boilermakers' Society	... 81
Book Reviews	
30, 72, 146, 183, 252, 335, 377, 501, 509	
Brabazon I, aircraft	... 207
Bray, Arthur	... 331
Bremen	... 454
Britain Steamship, Co., Ltd.	... 53
British Aircraft Constructors, Society of	... 195, 207
British Aluminium Co., Ltd.	... 184, 353, 354
British Combustion Equipment Ltd.	... 377
British Engineers' Assoc.	... 262
British European Airways Corp.	... 28, 36, 195, 381, 387
British Guiana	... 376
British India S. N. Co.	... 190, 249
British Insulated Callender Cables, Ltd.	... 315
British Internal Combustion Engine Research Assoc.	... 24
British Liner Committee	... 123
British Maritime Law Assoc.	... 122
British Mexican Petroleum Co., Ltd.	... 141
British Motor & Sailing Ship Owners' Assoc.	... 492
British Overseas Airways Corp.	... 36, 37, 41, 125, 127, 205, 387, 471
British Pitometer Log Company	... 149
British Polar Engines, Ltd.	... 296, 418, 501
British Resin Products, Ltd.	... 475
British Shipbuilding Research Assoc.	... 19, 47, 149, 157, 280
British Standards Institution	... 62
British Tanker Co., Ltd.	... 170, 491
British Thomson-Houston Co. Ltd.	... 98, 310
British Transport Commission	... 440, 468, 511
British Travel & Holidays Organisation	... 406
British Welding Research Assoc.	... 237, 352, 450
Brocklebank Line	... 363
Brooke Marine, Ltd.	... 347
Brown, A. H.	... 386
Brown, Capt. J. C.	... 44

Brown & Co., Ltd., John	47
Brown & Sons (Huddersfield) Ltd., David	331
Brown Automatic Helmsman	210
Brown Bros. & Co., Ltd.	295
Buenos Aires	140, 318
Bulk Buying	87
Bunkers:	
coal	462, 468, 493
oil	469
Burmeister & Wain	7, 114, 293
Burness & Sons, Ltd., James	283
Byng, G. West	iii, 318

C.A.V. Ltd.	330
Cable Ship	54
Cables	92
submarine	122
Cairns Harbour Board	490
Caltex (U.K.) Ltd.	68, 306
Camell Laird & Co., Ltd.	153, 491

Canada:	
iron ore	508
oil production	469
shipping	138
Canadian Australasian Line, Ltd.	44
Canadian Pacific Railway	225
Canals	146
Car-Lifting Gear	iii, 291
Cardiff	112, 386
Cargocaire, Ltd.	174, iii, 230-231, 485

Cargoes:	
charges	111-2
handling	90, 111-2, 141
Carlsson, Gunnar	325, 326, iii, 418
Carriage of Goods by Sea Act, 1924	197, 201, 217

Casualties, Marine	20, 66, 143, 486
deaths	143

Centro de Navegacion Transatlantica	140
Chadburns (Liverpool), Ltd.	190
Chamber of Shipping	25, 30, 46, 194, 308, 326, 402, 408, 420, 446, 468, 492, 511
Chance Brothers, Ltd.	224
Chartering:	
air	121, 195, 381, 463
coal	443
grain	239
tanker	124, 180, 225, 240, 366
timber	325, 382, 425

Charterparty	326
Chave, Capt. Sir Benjamin	504
Chemicals, carriage of	145
China, ports	360
Chittagong	67
Christiansen, Hakon	69, 242
Christie, J. Denham	313
Churchill, port of	49
Cian Line Steamers, Ltd.	50, 64
Clarke Chapman & Co., Ltd.	40, 91, 224
Clelands (Successors), Ltd.	376
Clyde Navigation Trust	80, 438

Coal:	
chartering	443
exports	2, 8, 50, 65, 86, 124, 350, 386, 419, 462, 507
imports	465, 468, 487
prices	31, 493
South Africa	50

Coast Lines, Ltd.	303, 401
Coastal Shipping	118, 194, 492
Advisory Committee	138, 383

Coastguard, A. Lewis	iii, 411
Cochrane, A. Lewis	492
Coles, R. S.	29, 183
Colombo, port of	166
Combustion Control	472
"Comet" Jet Airliner	3
Comite Maritime International	331
Commodore, paraffin engine	87
Common, Sir Andrew	198, 259
Communism	322
Compasses, Magnetic	iii, 411
Connell, Charles	110
Consett Iron Co., Ltd.	313
Consulting Marine Engineers & Ship Surveyors, Society of	

Container Ships	246
Containers:	
cargo	101, 112
plywood	146
Cook, Welton & Gemmell, Ltd.	453
Copenhagen	82, 186, 307, 367, 438
Cords Piston Ring Co., Ltd.	331
Corlett, E.C.B.	15
"Corroplast"	151

Corrosion:	
in boilers	355
in tankers	198, 485

Corrosion, Ltd.	190
Corry, H. W.	405
Cory & Son, Ltd., Wm.	107, 158, 168, 424
Couplings, electro-magnetic	64

electric slip	514
Cousland, Robert	iii, 411
Cove, Capt. G. E.	iii, 98
Coventry Diesel Engines	iii, 309-310

Crompton Parkinson, Ltd.	92
Cruises	224, 248

Cuba:	
shipping	360

Cunard Steamship Co., Ltd.	27, 98, 187, 217, 224, 318, 447
Cunningham, J.	iii, 62

Currency Restrictions	303
Currie, Sir William	440

Dahl, A S Thor	57
Dakota Aircraft	289
Dalzell Towing Company	150
Damon, Ralph S.	iii, 472

Danish Coal Company A S	8
Davies & Newman, Ltd.	8, 180, 204
De Havilland Aircraft Co., Ltd.	37, 472

De La Rue Insulation, Ltd.	17
De Schelde Shipyard	203, 509
Decca Radar	95, 210, 280, 393

Defence Courses, Merchant Navy	513
Degreaser	185
Delprat, Dr. D. A.	326, iii, 418

Denmark:	
shipbuilding	7, 69, 171, 241-4, 246, 367-8, 445
shipping	7, 69, 171, 241-4, 246, 367-8, 445

Denny, Alistair	iii, 150
Denny, Sir Maurice E.	19
Denny & Bros., Ltd., W.	19, 149

Depreciation	461, 467
Destroyers	27
Desuperheaters	4

Detergents	95
Diamante, port of	513
Diesel-Electric Marine Propulsion	129, 495

Diesel Engines:	
A.E.C.	330
Armstrong Siddeley	504

boiler fuel in	72, 255, 286
Clarke-Sulzer	479
Coventry	309

Doxford	418
Gleniffer	329
Gray-Polar	75, 421

high-speed lightweight	311
Leyland	376
McClaren	329

Metacore	330
Morris	331
Nordberg	378

Parsons	331
Potter	329
Russell Newbery	iii, 314

Thornycroft	iii, 330
twin-geared	421, 429
Diesel Engine Users' Assoc.	322

Dispatch Money	49
Djakarta Lloyd	24

Docks:	
labour	3, 401

Docks & Inland Waterways	101, 328, 404, 440, 468
Executive	460

Dodds, R. J. E.	432
Donkin & Co., Ltd.	339, 355
Dory, D. S. F.	

Doxford & Sons, Ltd., Wm.	303, 339, 347, 455, 482
---------------------------	-------------------------

Dravo Corporation	92, 393
Dredgers, suction	iii, 172, iii, 456
Drifters	19

Dry docks	112, 434
Drysdale, M. W.	504
Dunston, Ltd., Richard	34
Durastic, Ltd.	432

Eagle Aviation, Ltd.	206
East Asiatic Co.	311, 445
Echo Sounding	178, 433, iii, 454

Edmondson, T. R. V.	iii, 522
Edmunds, H. B.	3
Edwards, Sir Lawrie	508, 519
Edwards, Sir G. Tristram	415

Egypt:	
Customs regulations	308, 326
insurance	140
shipping	438

Elder Dempster Lines, Ltd.	194
Electrical & Musical Industries Ltd.	477
Electrical Engineer Officers	235, 277
Electrical Installations for Ships	65, 71

161-2, 223-4, 235, 274-5, 409-10, 514	
Electro Methods, Ltd.	170
Electrodes	170
aluminium extruded	91

Electronics	45
Ellerman Lines Ltd.	383, 484, 504, 522
Elisnor Shipbuilding Co.	348

Emigrants, Accommodation for	84
Engineering Centre	262
Engineering & Shipbuilding	62, 157

Unions' Confederation of	400
Engineers, Shortage of	19, 314, 320
Engineers & Shipbuilders in	457

Scotland, Inst. of	420
English Electric Co., Ltd.	292
Entrances and Clearances	194
Eriksberg Mek. Verkstad	478

Escombe, McGrath & Co., Ltd.	68
Esse Cooker	122
Eso Export Corporation	427
Eso Shipping Co.	

Everett, A. G.	2, 8, 50, 65, 86, 204, 286, 350, 419, 462, 507
Exports:	
coal	31
oil	

Faeroe Shipping Co.	246
Fairey Aviation Co., Ltd.	206
Fairfield Shipbuilding & Eng. Co., Ltd.	225, 463

Falck, Ths. S.	307
Fares, passenger	156
Feed Water Contamination Alarm	iii, 170, 479

Fennessy, Group Capt. E.	iii, 194
Filer, P. G.	iii, 44
Finland:	
shipping	245

Finnis, S. A.	iii, 138
Fire:	
shipboard	448
shipyard	364

Firefighting:	
launches	352
pumps	414
Fish Processing Plant	92

Fisher, Frank	iii, 504
Flag Discrimination	30, 321, 326
Floating Dock	iii, 70
Floodlighting:	
aluminium equipment	91

Flushing, port of	203
Flying Boats	iii, 125-6
Fox & Co., Ltd., Samuel	421
France:	
shipbuilding	59, iii, 93-94, 488

Fraser, W. Lionel	iii, 80
Fraser, Sir William	33, iii, 44
Frederiksstad Steam Motor	414

Freights :		
index	...	343
rates	...	301, 324
tanker	...	8, 243, 510
timber	...	103
tramp	...	49, 160, 402, 487
French National Railways	...	348
Fuel :		
consumption	...	175
injection equipment	...	330
Funnels :		
aluminium	...	186
design of	...	281, 315, 346
streamlined	...	197, 267
Furness, Withy & Co., Ltd.	...	75, 181, 219, 238, 291
Galley	...	iii, 54, iii, 494
Gangway, light alloy	...	iii, 17-18
Garchoe, Capt. P.	...	111
Garrett, Sir Ronald	...	463
Gas Turbines	267, 313, 377, 434, 444, 456	
fuel for	...	47
Rover	...	iii, 312
school for	...	150, 333
Gearboxes, Marine	...	330, 331
Gearing :		
reverse reduction	...	356, iii, 434
variable-speed	...	514
Gebbie, J. Ramsay	...	iii, 280
Geddes, I. C.	...	6
General Electric Co., Ltd.	...	14, 181, 475, 492, 494, 515
General Steam Navigation Co., Ltd.	...	522
Genoa	...	32
Germany :		
ports	...	512
shipping	32, 72, 290, 468, 492, 522	
shipbuilding	120-121, 196, 290, 454, 522	
Gibson & Co. Ltd., E. A.	...	37, 50, 121, 240, 387, 471
Giessen & Zonen's Scheepswerven	...	
M.V., C. Van der	...	347
Gill, W. T.	...	iii, 138
Gillespie, R.	...	iii, 360
Glacier Metal Co., Ltd.	...	331
Glen Line	...	20, 200
Gleniffer Engines, Ltd.	...	329
"Gold Clause"	...	122
Gonda, D.	...	iii, 151
Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.	...	329
Goole Shipbuilding & Repairing Co., Ltd.	...	276
Gordon & Co., Ltd., James	...	166
Gorick, H. E.	...	iii, 24
Gotaverken	55, 245, 331, 375, 415	
Grace, Joseph P.	...	107
Grace Line	...	504
Grain	...	305
Australia	...	179
chartering	...	239
stowage of bulk	...	88
Gray & Co., Ltd., William	...	75, 421, 433
Gray Polar engines	...	75, 421, 433
Grayson Rollo & Clover Docks Ltd.	...	260
Greenacre, C. T.	...	342
Greenock Dockyard Co., Ltd.	...	110, 476
Grout, R. G.	...	486
Gustafsson & Anderssons Varvs, A/B	...	450
Hagan Automatic Combustion	...	
Control Panel	...	iii, 165
Hague Rules	...	197, 201, 217
Haifa	...	180
Malal Shipping Co., Ltd.	...	332
Malifax Shipyards, Ltd.	...	227
Hamburg	...	32, 174
oil refinery	...	357
Handley Page Aircraft	205, 390, 470	
Hann, E. L.	...	286, 346
Hannibal Aircraft	...	iii, 205
Hardy, A. C.	...	181
Harhoff, Christian	...	69
Harland & Wolff, Ltd.	100, 174, 491	
Harley, Mullion & Co., Ltd.	...	72, 328
Hartlepool	...	328, 404
Hatch Cover, MacGregor	...	357
Hawthorn, Leslie & Co., Ltd., R. & W.	...	38, 364
Hector Whaling	...	464
Helicopters	207, 288, 472	
Herlofson & Co., Sigurd	...	293
Hermes IV Aircraft	...	iii, 205-6
Hermes V Aircraft	...	470
Heron Aircraft	...	207
Herring Board	...	19
Hill, E. J.	...	81
Hill & Sons, Ltd., Charles	...	357
Hodges, R. J.	...	177
Holds, Ventilation of	363, 371-375	
Holland-America Line	138, 224, 398	
Hollandsche Stoomboot Maatschappij N.V.	...	33
Holmes & Co., Ltd., C. D.	...	453
"Holoplast"	...	iii, 151-2
Hong Kong & Whampoa Dock Co.	...	185
Horten Naval Shipyard	...	244
Hoses	...	190
Hospital Ship	...	iii, 428
Houlden, G. H.	...	iii, 398
Howden & Co., Ltd., James	...	234, 514
Hugall, J. G.	...	iii, 482
Hull, A. F.	...	504
Humber Ports	118, 234, 280, 424	
Hunting Air Travel, Ltd.	...	211
Hurd, Sir Archibald	...	514
Hydraulic Auxiliaries	...	126, iii, 127
Hythe Flying Boat	...	
Iago Steam Trawler Co., Ltd.	...	497
Icebreaker	...	367
Ignition Torch, Electric	...	518
Imperial Chemical Industries, Ltd.	...	13, 167, 479, 497
Imports :		
aluminium	...	363
coal	...	465, 468, 487
oil	...	86
India :		
ports	...	296
shipping	...	304, 438, 511
Ingamells, B. P.	...	300
Insurance, Marine :		
Egyptian	...	140
Stamp Duty	...	66
Intergovernmental Maritime Consultative Organisation (IMCO)	...	44, 307, 446
International Air Transport Assoc.	...	35, 36, 41, 388
International Airways Ltd.	...	18
International Chamber of Shipping	...	30, 321, 326, 418
International Civil Aviation Organisation	...	35, 388, 389-90
International Labour Office	...	6, 392
International Law Association	...	56, 201
International Marine Insurance	...	177, 238, 284, 322, 384
International Transportworkers Federation	...	6
Iron Ore	...	508
Isherwood & Co., Ltd., Sir Joseph	...	145
Israeli :		
ports	...	24
shipping	...	47, 248
Iraq :		
oil	...	50
Italy :		
oil	...	31, 50
shipping	...	217, 392
Jacobs & Co., Ltd., John I.	...	144, 204, 240
Jackson, K. D.	...	138
Jahre, Anders	...	405
Japan :		
shipbuilding	...	232, 297, 391
shipping	...	52, 123, 194, 255, 345
Jenkins, Sir Gilmour	...	3, 30
Jenolite, Ltd.	...	185
Jet Aircraft	...	35
Johnson, Sir Philip	...	iii, 338, 398
Joint Hull Understanding	...	304, 308
Kandia Port	...	296
Kelvin & Hughes (Marine), Ltd.	...	21, 328, 446, 454
Kendall, T. L.	...	iii, 460
Kent, J. L.	...	4, 19, 197
Kettiewell, T. C.	...	iii, 174
Keville, W. E.	...	62
Kiel Canal	...	156, 169, 444
Kincaid & Co., Ltd., John G.	...	333
King George's Fund for Sailors	...	522
Knudsen, D. J.	...	iii, 214
Kockums, M. V.	...	84, 325, 378
Kuwait	...	124
Laing & Sons, Ltd., Sir James	...	208
Lambie, R. D.	...	457
Laminar flow	...	19, 20
Launch	...	iii, 457
Launching Lubricants	...	47, iii, 113
Laurence, Scott & Electromotors, Ltd.	...	410
Leathers, Lord	...	158, 168
Leigh-Georges, Sir George	...	26
Leith	...	266
Lenaghan, Sir James	...	380
Lewis, O. H.	...	iii, 24
Lewis & Son, Ltd., John	...	454, 497
Leyland Diesel Engine	...	376
Lifeboats	...	377
light alloy	90, 184, iii, 309, iii, 351-2	
Lightfoot Refrigeration Co., Ltd.	...	164
Lighting :		
engine shops	...	iii, 153
shipyard	...	iii, 454
Lincoln Electric Company	...	170
Lister (Marine Sales), Ltd., R. A.	...	309
Lithgows, Ltd.	...	214, 520
Livanos, S. G.	...	429
Liverpool, port of	80, 445, 508, 515, 519	
Lloyds Register of Shipping	20, 123, 339	
shipbuilding returns	...	73, 81, 334, 340, 344
Lloyd's	...	65
Lockhart, W.	...	iii, 80
Lockheed Hydraulic Brake Co., Ltd.	...	456
London, port of	...	138, 468, 504
London General Shipowners Society	...	62, 86, 504
Longstaff, W. Comben	...	418
Loran, position fixing system	...	217
Lucette, C. E.	...	522
Lykes Bros. Steamship Co. Inc.	...	370, 401
MacAndrews & Co., Ltd.	...	41
MacGregor & Co. (Naval Architects), Ltd.	...	357
Maclay, Hon. John S.	...	493
Manchester Liners, Ltd.	268, 321, 362, 369	
Manchester Ship Canal Company	...	428, 522
Mactaggart Scott Hydraulic Drive	...	514
Manley, C. V.	...	66
Mann, George & Co., Ltd.	...	31
Marconi International Marine Communication Co., Ltd.	...	284
Marconi Radar	...	iii, 95
Marconi's Wireless Telegraph Co., Ltd.	...	127
Marine Engineers, Inst. of	...	175, 183, 267, 320, 394
Marshall Aid Cargoes	...	507
Master Mariners, Hon. Coy. of	...	360, 368
Master, M. A.	...	304
McAllen, Capt. T. W.	...	iii, 98
McGregor, Gow & Holland Ltd.	...	20
McLaren Diesel Engine	...	iii, 329
Meadows, Ltd., Henry	...	329

Mechanical Engineers, Inst. of 339, 355
 Melbourne ... 408
 Merchant Shipping Act 1950 ... 438
 Merrett, Sir Herbert ... 286, ill. 360
 Mersey Docks & Harbour Board
 (see Liverpool, port of)
 Meteorite Diesel ... 330
 Metropolitan-Vickers Electrical
 Co., Ltd. ... 27, 284, 454
 Mexico ... 258
 "Mezzo" Deck-Grain Division,
 ill. 264-265, 273, 283
 Middlesbrough ... 167
 Miller & Sons, Thos. R. ... 178
 Milne, Gilmore & German ... 493
 Minesweeper ... 364
 Minister of Transport, (see Barnes,
 Alfred)
 Mitchell, D. M. ... ill. 214
 Moberly, F. R. ... ill. 118
 Moller, A. P. ... 252
 Montgomery, Viscount ... 30
 Morris Motors, Ltd. ... 330
 Moss, C. W. ... 338
 Moss & Co., H. E. ... 112, 189
 Motor Exhibition, ... 309-310, 329
 Mountstuart Dry Docks, Ltd. ... 112
 Murex, Ltd. ... 91, 380
 Murrant, Sir Ernest
 82, 87, 215, ill. 219, 268, 362, ill. 369

National Coal Board
 8, 31, 68, 404, 419, 462, 507
 National Dock Labour Board
 177, 401, 462, 522
 National Gas & Oil Engine Co.,
 Ltd. ... 515
 National Maritime Board
 234, 402, 407, 421, 426
 National Maritime Museum ... 98
 National Union of Seamen
 140, 198, 362, 400, 402, 421, 426
 Nationalisation ... 314
 steel ... 505
 Naval Architects:
 Institution of 19, 66, 175, 320, 421
 International Conference of 320, 333
 Navigational Aids ... 45, 322
 Navigators & Engineer Officers'
 Union ... 235, 238, 321, 326, 341
 Nelson, W. Lynn ... 129
 Netherlands Steamship Co. ... 183
 Netherlands:
 ports ... 512
 shipping ... 174, 200
 New Guinea ... 52
 New York, port of ... 7, 522
 New Zealand Shipping Co., Ltd.
 326, 375, 491
 Nicholson, T. V. ... ill. 380
 Nordberg Diesel Engine ... 378
 Nordic Shipowners Assoc. ... 243
 North American Shipping & Trading
 Co. (London), Ltd. ... 460, 504
 North Atlantic Planning Board
 3, 6, 381, 507
 North-East Coast Institution of
 Engineers & Shipbuilders
 19, 197, 320, 371, 463
 North of England Shipowners'
 Assoc. ... 344, 362
 Northern Aluminium Co., Ltd.
 188, 247, 270
 Norway:
 shipbuilding ... 104, 241-4
 shipping 24, 104, 241-4, 307, 318, 405
 466
 Norwegian Airlines ... 37
 Norwegian America Line ... 243
 Norwegian Shipowners Assoc. ... 504
 Nutting, Capt. A. R. S. ... ill. 318
 Nylon Packings ... 486

Oakland, port of ... 207, 460
 Oceanography, National Inst. of 342
 Officers' (M.N.) Federation 237, 238

Oil:
 barges ... 469
 bunkers ... 92
 exports ... 31, 225
 fuel prices ... 324, 469, 510
 Haifa ... 180
 imports ... 86, 106
 Iraq ... 50
 Italy ... 50
 Kuwait ... 124
 pollution ... 446
 production ... 105-6, 124
 refineries ... 106, 107, 180, 350, 366
 sea transport of ... 105-6, 129-30, 145
 Trans-Arabian Pipeline ... 306, 469
 Oil-Burning equipment ... 518
 Oil Seals ... 330
 Old Bleach Furnishings, Ltd. ... 504
 Oldham & Son, Ltd. ... 330
 Ore Carriers ... ill. 38-40, 255, ill. 436
 Ore Discharging Plant ... 110
 Orient S.N. Co., Ltd. ... 6, 28
 Ormston, J. M. ... 100, 226, ill. 258
 Oskarshamns ... 375
 Oslo Shipowners' Assoc. ... 307
 Overseas Tankship (U.K.) Ltd. ... 438

P. & O. S. N. Co., Ltd. 9, 32, 62
 Pacific Steam Navigation Co. ... 476
 Packaging ... 202, 237, 486
 Packings, Nylon ... 486
 Pakistan:
 ports ... 183
 shipping ... 255
 Panmetra ... 342, 383
 Pan Ore Steamship Co., Inc. ... 38
 Panama:
 shipping ... 6, 146
 Panama Canal ... 384
 Papua ... 52
 Paraffin Engine ... 331
 Parker, George, C. ... ill. 411
 Parsons Engineering Co., Ltd. ... 331
 Passenger Terminal,
 Southampton ... ill. 108-110, 156
 Percival ... 37
 Perolin Company, Inc. ... 357
 Petrol Engines ... 329, ill. 330
 Petter Diesel Engines ... 329
 Philip & Son, Ltd. ... 515
 Philipps, Hon. J.P. ... 485, 489
 Philipson, O. J. ... 236
 Phillips, W. C. ... ill. 156
 Pilot Vessels ... ill. 41, ill. 316, ill. 515-7
 Pioneer II Aircraft ... 207
 Plates, Marking of ... ill. 375
 Plywoods, Veneered ... 475
 Poland:
 ports ... 67, 177
 shipbuilding ... 376
 shipping ... 376
 Pollution by Oil ... 446
 Pondicherry ... 44
 Port Line, Ltd. ... 59
 Ports:
 Australian ... 83, 236
 delays in ... 236, 325, 440
 turnaround ... 175
 Powell, L. H. ... 402, 407
 Powell Duffryn, Ltd. ... 180, 283, 286, 346
 Power Jets (Research & Develop-
 ment), Ltd. ... 33
 Pressure Plant, Pulsating ... ill. 394
 Prestwick Pioneer II Aircraft ... ill. 287
 Prince Line ... 253
 Prince of Wales Dry Dock Co.
 (Swansea), Ltd. ... 198, 262, 269
 Propellers,
 Variable Pitch ... 54, 322
 Provence, Chantiers et Ateliers de ... 93
 Pubbrook, Sir Eustace ... 380
 Pumps, Centrifugal ... 261, 384
 Purse-Seine Netter ... ill. 297

Qantas Empire Airways ... 472

Radar ... 21, 95, 328, 402, 442
 Sunderland Harbour ... 446
 "Radiolocator IV" Radar ... ill. 95
 Raikes, R. P. ... ill. 118
 Rawplug Co., Ltd. ... 410
 Readhead & Sons, Ltd., John ... 44
 Reading, E. W. ... 3
 Reardon Smith, Sir Willie ... 423
 Reardon Smith Line ... 283, 522
 Rebbeck, Sir Frederick ... 260
 Reed, J. C. ... 26
 Regent Oil Co., Ltd. ... 180
 Re-Insurance ... 442
 Re-Insurance Union of South
 Africa ... 442
 Resistance Experiments ... 149
 Rhine Shipping ... 512
 Richardson, G. C. ... 4, 59, 464
 Richardsons, Westgarth & Co., Ltd.
 176, 187, 236
 Robb Ltd., Henry ... 190
 Robson, H. H. ... 506
 Rolls Royce Dart Engines ... 289
 Ropner, J. R. ... 159, 268
 Ropner, Sir Guy ... 26, 30, 320, 344, 362,
 383, 440
 Ropner & Co., Ltd., Sir R. ... 208, 282
 Ropner Shipping Company ... 159
 Rothwell, E. ... 27
 "Rotterdam Ahoy" Exhibition ... 214
 Rotterdam, port of ... 70, 512, 522
 Rover Gas Turbine ... ill. 312
 Rowell, H. B. Robin ... ill. 280
 Royal Alfred Merchant Seamen's
 Society ... 72
 Royden, Lord ... 382
 Runciman of Doxford, Viscount ... 467
 Runciman & Co., Ltd., Walter ... 24, 156
 Russia:
 shipping ... 120, 418, 446
 Russell Newbery & Co., Ltd. ... 314
 "Rust-Ban" ... 297, 141
 Ruston, W. J. ... ill. 438
 Ruston & Hornsby, Ltd. 62, 190, 434, 460

Sabena Belgian Airlines ... 388
 Sabroe & Co. Ltd., Thomas Ths. ... 293
 Saguenay Terminals, Ltd. ... 370
 St. Andrew's Steam Fishing Co.,
 Ltd. ... 453
 Sales, Ship 72, 88, 120, 143, 308, 319, 325,
 328
 Salter, Sir Arthur ... 195, 215
 Salvage ... 200
 Sanderson, Basil ... 398, ill. 407, 421, 426
 Sanitary Regulations ... 30
 "Sar-Rex" Plastic ... ill. 474-5
 Saro Laminated Wood Products
 Ltd. ... 475
 Saunders Engineering & Shipyard,
 Ltd. ... 309, 351
 Scholarships ... 421
 Scindia S.N. Co. ... 511
 Scottish Aviation, Ltd. ... 207, 287
 Scottish Tanker Co., Ltd. ... 50
 Scrapped Ships ... 319
 Seager, Sir Leighton ... 81, 87, 302
 Seakindly ships ... 4, 19, 197
 Self-Changing Gear Co. ... 330
 "Sematic" Tiles ... 434
 Semtex, Ltd. ... 9, 434
 Seven Islands ... 508
 Shares, Shipping and Shipbuilding ... 363
 Shearer, E. J. ... ill. 438
 Shaw Savill & Albion Co., Ltd. ... 131, 156
 Shell Chemicals, Ltd. ... 95, 428
 Shell Haven ... 424
 Shell-Mex & B.P. Ltd. ... 167, 394
 Shepherd, R. C. ... ill. 62
 Shifting Boards ... 442
 Shipbrokers, Inst. of Chartered
 50, 69, 85, 87, 90, 174, 194, 214, 258
 Shipbuilding, British:
 prices ... 2, 6, 33, 268, 399
 research ... 157
 returns ... 73, 260
 wages ... 494
 welding ... 28, 178

Shipbuilding Employers' Federation	411	Swan, Hunter & Wigham Richardson, Ltd.	94, 163, 187, 313, 395	"Turbothane" Draught Fan	514
Shipping & Engineering Unions, Confederation of	158, 177, 494	Swansea	24	Turkish State Shipping Lines	438
Shipping, British : earnings of	326	Sweat Prevention	363, 371-4	Turner, Ltd., Stuart	330
laid-up	183, 402, 408	Sweden : shipbuilding	55, 128, 135, 241-4, 245, 325, 425-6, 450, 490	Turner & Co. (S.A.), J. E.	64, 123, 153
Shipping Federation	407-8, 421, 426	shipping	55, 80, 120, 135, 138, 156, 241-4, 245, 325, 425-6, 490	Turnround in Port	3, 111, 122
Shiprepairing : Merseyside	518	Swedish-American Lines	425	Tyne Improvement Commission	110, 237, 240, 398, 424, 427
Shipwrights, Worshipful Company of	333	Swedish Lloyd Line	395	U.S.S.R. (see Russia)	
Short Brothers, Ltd.	318, 377	Szczecin, port of	67	Uddvallaväret A, B	378
Sidon	469	T.I. Aluminium, Ltd.	184	Underwriters, American Inst. of	422, 464
Siemens Brothers & Co.	122	Tableware	75	Union-Castle Line	46, 194
Sigmund Pumps, Ltd.	414	Tankers—see also under Freights : chartering	124, 180, 225, 240, 366, 510	United Baltic Corp., Ltd.	412
Silentbloc, Ltd.	310	corrosion in	198, 485	United British Steamship Co., Ltd.	420, 485, 489
Silicones	207	demand for	99	United Kingdom Mutual Steam Ship Assurance Association Ltd.	178
Silver City Airways	127	development	105-6	United States : Coastguard	41, 448
Silver Line	83, 88	propulsion of	101-129	shipbuilding	280
Simon, J. G.	234	turnround	122	shipowners	402
Simpson, R. J.	111, 194	world fleet	144, 204, 444	shipping	44, 66, 174, 286, 300, 401, 504, 506
Smith, S. A.	13	Tanks : cleaning	101	United States Lines	80, 174, 262, 338
Smith, T. Eustace	353	coating	357	United Steamship Company	244, 246
Smith's Dock Co., Ltd.	112, 189, 415, 434	tests	420	United Steel Companies, Ltd.	421
Snedden, Richard	407	Taxation	26, 30, 46, 81, 83, 87, 99, 110, 130, 143, 158, 220, 268, 282, 308, 362, 382, 461, 467, 473	United Whalers	464
Socony Vacuum Oil Company Inc.	180	double	118	Universal Freighter Aircraft	111, 37
Solent Flying Boat	112, 125	Taylor, L. G.	111, 380	Vacuum Oil Co., Ltd.	180
Sound Insulation	517	Taylor & Sons Ltd., S. T.	517	Valves, Sea	27
Soutar, W. A.	284, 237, 258, 398, 427	"Teepol"	95	Van Ommeren, Ltd., Phs.	55
South Africa : coal exports	50	Tees Conservancy Commission	98, 167, 404	Vancouver	258
shipping	82	Teesport	167, 214, 328, 440	Variable-Pitch Propellers	54, 322
shiprepairing	48	Telegraph Construction & Maintenance Co.	122	Vedette Petrol Engine	111, 330
South African Airways	36	Tennant, Capt. D. S.	326, 421, 426	Velitch, Robert	140
South Wales : docks	118	Thompson & Sons Ltd., J. L.	5, 57, 230, 315	Vernon, John	85
shiprepairing in	269	Thomson, Sir Vernon	46	Vickers-Armstrongs, Ltd.	9, 28, 48, 253, 338, 428, 491
Southampton	6, 17, 100, 280	Thornycroft & Co., Ltd., John I.	41, 92, 131, 181, 315, 329, 346, 364, 435	Viscount 700 Aircraft	289
Harbour Board	24	Timber : chartering	325, 382, 425	Yorm, H. H. Van Der	138
passenger terminal	111, 108-110, 156	control	400	Vosper, Ltd.	352
University College	30	freight rates	103	Wages : dockers'	303
Southern Forge, Ltd.	18	laminated	84	seamen's	362
Spain : shipbuilding	234	prices	440	Walker & Co., Ltd., James	486
Speed of Ships	46	supplies	282	Wallisend Slipway & Eng. Co., Ltd.	165, 518
Sperry Gyroscope Co., Ltd.	127, 191, 217	Tirrenia Line	217	War Risks Voyage Clauses	326
Spitsbergen	8, 169, 328	Todd Shipyards Corporation	252, 428	Ward-Leonard System	496
Stabilising gear	284, 111, 295-6	Tonnage : analysis of British	51-52, 327-8	Wareite, Ltd.	292
Steam Reciprocators	84	Torsional Fatigue	356	Watts, E. H.	19, 53
Steel : lead alloy	421	Train Ferry	111, 348, 349	Weeks, Sir Ronald	6
nationalisation of	505, 506	Training	238	Welding	28, 178, 237, 268, 355
Steel, W. S.	111, 300	Tramp Shipping : freights	49, 160, 402, 487	Wellworthy Piston Rings, Ltd.	331
Steering Control	191	Trans-Canada Air Lines	35	Westland Aircraft, Ltd.	189, 472
Steering Gear	224	Trans World Airlines	36, 472	Whaling	102, 405
Stephen, John G.	111, 411	Transatlantic, Rederi A B	325	profits	464
Stephen, Sir A. Murray	111, 234, 267, 314	Transatlantic Travel	221, 406	Wimble, Ernest, W.	406
Stephen & Sons, Ltd., Alexander	364	Transatlantique, Cie. Gen.	114, 121, 147	Winches, Electric	374
Stephenson, C.	111, 482	Transport & General Workers Union	303	Wine in Bulk	146
Stephenson Clarke, Ltd.	286	Trawlers	111, 452-3, 454	Wire Rope Parting Machine	315
Sterne & Co., Ltd., L.	187	Diesel-electric	441	World Ship Society	255
Stewarts & Lloyds, Ltd.	31, 291	Troopships	111, 249, 255	Wurtzburg, C. E.	139, 143
Stoker, Robert B.	370	Tube Investments, Ltd.	451, 485	Yarrow & Co., Ltd.	463
Straits Steamship Co.	335	Tubewrights, Ltd.	291	Yates, Tom	198, 426
Streamlined Superstructure	197, 267	Turbines, Gas	332, 377, 444	York Antwerp Rules	83
Structural & Mechanical Development Engineers, Ltd.	17	Turbines, Steam Lubrication of	141, 180, 383	Zahrani	424
Submarine Signal Co. (London), Ltd.	433	Turbo-Generator	284	Zanzibar	41
Suez Canal	26, 30, 48, 52, 68, 159, 162, 308, 340, 468, 484	Turbo-Prop Aircraft	36	Zero Readers	127
Sunderland	446			Zim Israel Shipping Co.	47
Sunflower Expellers, Stowage of	123				
Superheaters	59, 464				
Svitzers Bjergnings—Enterprise	7				
Swan & Co., Ltd., Thomas	457				



LORENTZENS REDERI COMPANY OSLO

The brothers Axel B. and James Stove Lorentzen founded Lorentzen and Co. just after the first World War. Unfortunately, James Stove died in 1920, the year after the partnership began, but two more brothers, Frithjov and Jörgen joined the firm.

Their forbears had owned sailing ships at Drammen and tradition must have swayed their decision to buy the four-masted barque *Caledonia* (4,300 deadweight tons) in 1923. However, their main interest remained in broking, rather than the owning of ships, and *Caledonia* was sold before the 'thirties.

In 1933 it was decided to go into ownership

again and accordingly Lorentzens Rederi Co. came into being. In 1940 the fleet consisted of 3 large modern tankers, but they were all lost during the war. After the war the Company acquired the tanker *James Stove*; three cargo vessels, each of 11,000 deadweight tons were also taken over. A tanker of 25,000 deadweight tons and a reefer with 185,000 cu. ft. of refrigerated space are under construction.

Besides their interests in numerous other shipping and industrial concerns, Axel B. Lorentzen, Frithjov H. Lorentzen and Jörgen J. Lorentzen are managing owners of Belships Co., whose fleet consists of 9 ships—of which 7 are specially built for heavy-lift cargoes.

SHELL WORLD WIDE BUNKERING SERVICE



£49.10.0

Microphones and
receivers extra.



Yours faithfully . . .

At the end of each letter you have dictated with Recordon you can be absolutely certain that its meaning will be communicated with faithful exactitude when played back and transcribed. This Magnetic Dictating Unit has the old method beaten pointless. It is clearer, quicker and cheaper. You can take it home or use it in your car. Corrections can be made easily, unwanted sentences vanish at the stroke of the magnetic eraser and the recording goes out crisp and clear for effortless transcription.

'RECORDON'

TRADE MARK

DUAL PURPOSE MAGNETIC DICTATING UNIT

Manufacturers and Sole Distributors

THERMIONIC PRODUCTS LTD., HYTHE, SOUTHAMPTON. Tel.: Hythe 3265

London Showrooms: Morris House, Jermyn Street, London, S.W.1. Tel.: WHI. 6422.

Sales and Service Centres: Manchester, Birmingham, Bristol, Leeds, Newcastle, Glasgow.

For

HEAVY DUTY

The Heavy Duty AvoMeter is a portable multi-range A.C. D.C. moving coil meter of compact proportions and of specially robust construction to withstand the rough usage of outdoor work.

It provides 18 ranges of direct readings on a 31-inch scale, range selection being by means of a single rotary switch.

An automatic cut-out provides protection against damage from inadvertent electrical overload, after which the meter can be rendered ready for use again by a small control on the panel.



Various accessories are available for extending the above ranges.

Details on application to the Sale Proprietors and Manufacturers:-

THE AUTOMATIC COIL WINDER & ELECTRICAL EQUIPMENT CO., LTD.
Winder House, Douglas Street, London, S.W.1. Phones: VICTORIA 3404-9

VOLTAGE A.C. D.C.
10, 25, 250, 1,000 volts.
CURRENT A.C. D.C.
10 mA, 100 mA, 1 amp, 10 amps.
RESISTANCE
0-500 ohms (Midscale 12.5 ohms);
0-50,000 ohms (Midscale 1,250 ohms).

SENSITIVITY
D.C. voltage ranges: 1,000 ohms per volt. 10-volt A.C. range: 200 ohms per volt. Other A.C. voltage ranges: 500 ohms per volt.

ACCURACY
On D.C. 1 per cent. of full scale value. On A.C. to B.S. first grade.

£13 : 13 : 0
(Leather Case extra)

Size: 7½ x 5½ x 4 inches.
Weight: 4½ lbs. approx.

REPAIRS on the BRISTOL CHANNEL

MOUNTSTUART DRY DOCKS

LIMITED.

CARDIFF

- Mountstuart Dry Docks
Channel and Bute Dry Docks

NEWPORT

- Eastern Dry Docks
Tredegar Dry Dock

BARRY

- The Barry Graving Dock and
Engineering Co., Ltd.

AVONMOUTH

Works adjoin Public Dry
Docks.

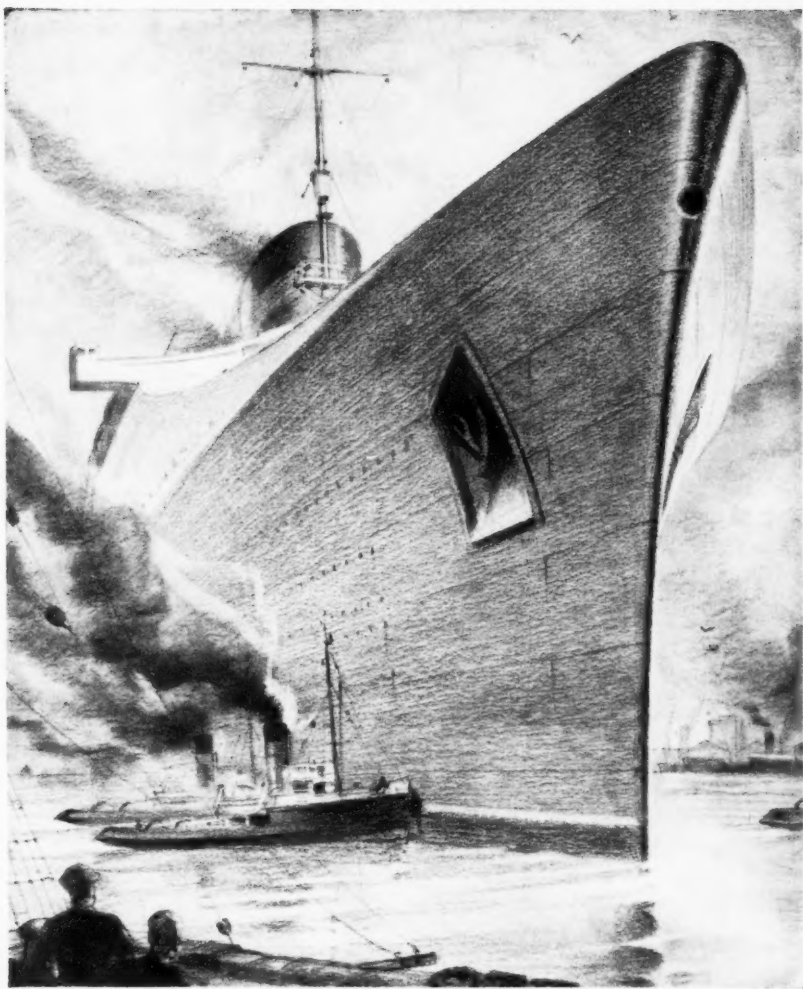
**SPECIALLY EQUIPPED FOR
DIESEL ENGINE REPAIRS**

REPAIRING BERTHS & JETTIES

Head Office: Cardiff.

Telegrams: "Mountstuart."

'Phone: 5103



Down to the sea in ships . . .



More ships and yet more ships, and a great call for steel to build them. All our resources are turned to one purpose, to help each and every one of our customers to the best of our ability, treating every one with fairness in all matters connected with service and delivery.

APPLEBY-FRODINGHAM STEEL COMPANY, SCUNTHORPE, Lincs.

Telephone: Scunthorpe 3411 (9 lines) Branch of the United Steel Companies Limited Telegrams: "Appfrod" Scunthorpe

® AF 60



Non-ferrous tubes for shipping

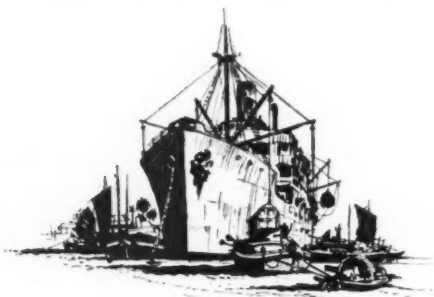
CONDENSER TUBES in cupro-nickel, aluminium brass, Admiralty-brass and other alloys.

COPPER TUBES for steam, water, domestic and other marine applications.

Made to British Standard, Admiralty and A.I.D. Specifications.

SCOTTISH NON-FERROUS TUBE INDUSTRIES LIMITED

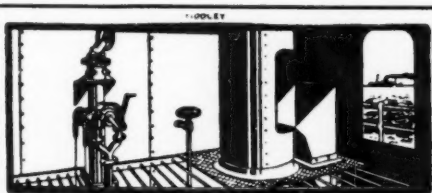
Sales Office: 4, Blythwood Sq., Glasgow, C.2. Tel: Douglas 7020 Works: Hillington, Glasgow, S.W.2



Where can your goods go?

The world is wide—but economic conditions, currency restrictions and the like exercise a limiting effect... It is part of the service of the Westminster Bank to provide the accurate and up-to-date information on trade conditions which must form the background to any discussions of new markets and new business ventures. This facility is included in the wider service which the Bank offers to all importers and exporters and which is described in a booklet called *The Foreign Business Service of the Westminster Bank*. Your nearest branch will be glad to give you a copy.

WESTMINSTER BANK LIMITED



THE "CROMPTON"

Atmospheric Silent Ash Hoist

Operated from Stokehold floor

Overtime unnecessary.

Ashes discharged by men on watch.

BLUNDELL & CROMPTON LTD.

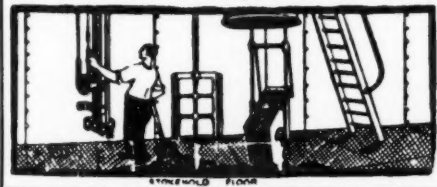
Engineers · Ship Repairers · Founders · Coppersmiths

Head Office and Works

West India Dock Road, LIMEHOUSE, LONDON, E.14.

Branch Works, Tilbury Docks, Essex

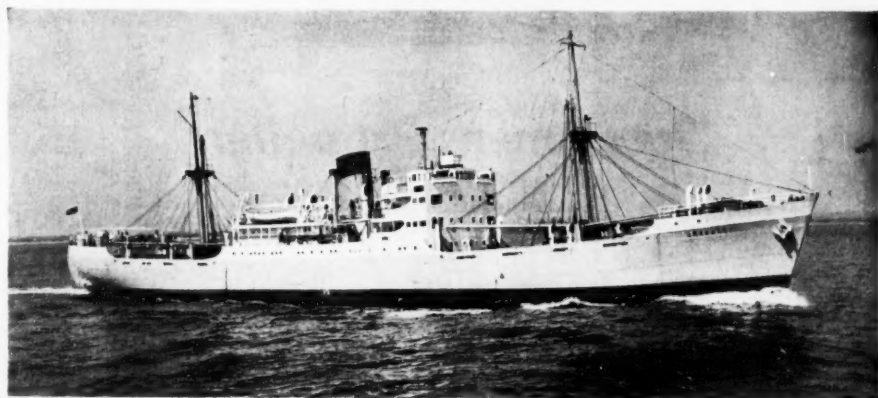
Telephone: EAST-3030 (3 lines). Telegrams: "Blundell." Phone: London





SMITH'S DOCK

COMPANY LTD



S.S. AMAKURA

SHIPBUILDERS

SHIPREPAIRERS

ENGINE BUILDERS

SHIPYARD & ENGINE BUILDING WORKS — SOUTH BANK, MIDDLESBRO'
DRYDOCKS — NORTH SHIELDS & SOUTH BANK, MIDDLESBRO'



Strømmen Propellers

After years of work we have developed alloys of rustless steel which are especially suitable for propellers. This rustless steel is manufactured in our own electrical smelting furnaces. The first "Strømmen" propellers of rustless steel were manufactured as far back as 1928, and were the first propellers in the world to be made of this material. Experience has shown that these propellers have a phenomenal resistance with regard to corrosion and physical strains. The material is strong and tough, and with it galvanic wear on the hull is avoided, an item which is of special importance in the warmer waters. The propellers can be delivered cast in one piece or with removable blades.

† Strømmens Værksted

STROMMEN par OSLO, NORWAY

Manufacturers of :

Cast Steel Stern Frames, Rudder Frames,
Propeller Brackets, Rudder Stocks,
Rudder Parts and Backposts.

United Kingdom Representatives :

John Burnham Ltd.,
20-21 Essex St.,
London, W.C.2. Temple Bar 9911/4

The SHIPPING WORLD

AND SHIPBUILDING & MARINE ENGINEERING NEWS

The Oldest Weekly Journal devoted to Shipping, Shipbuilding,
Marine Engineering, Shiprepairing, Insurance and Finance

FOUNDED



1883

Chairman and Managing Director of The Shipping World, Ltd.:—SIR ARCHIBALD HURD

Editor:—PETER DUFF

Managing Editor:—RONALD KENDALL, M.C.M.S., A.M.I.N.A.

Advertisement Manager:—M. B. FIELD

Annual Subscription 70s.

Head Offices: 1, Arundel Street, London, W.C.2. (Temple Bar 2523)

Telegrams: "Shipping World," London

Northern District Manager: W. S. Wilson, M.I.E.E., 27 Exchange

Buildings, Newcastle-on-Tyne. Telephone: Newcastle 27078

Vol. CXXIV.

WEDNESDAY, FEBRUARY 28, 1951

No. 3009

Private Enterprise in Shackles	211	Official Notices	222
Current Events	212	The Passenger Liner "India"	223
On the "Baltic"	215	Nelson Stud Welding	226
Swedish Shipping and Shipbuilding	216	Round the Shipyards	227
Chamber of Shipping Annual Meeting:		New Vessel for Lloyd Triestino	227
The Presidential Address	217	Merchant Ships Launched in 1950	229
The Resolution	221	New Contracts, Launches, Trial Trips	230
Coal and Oil	222	Maritime News in Brief	232

S h i p after S h i p after S h i p



is fitted with

“CAPOSITE”

PREFORMED ASBESTOS INSULATION

⚓ It combines most efficiently **SCIENTIFIC HEAT CONTROL** with
FIRE PROTECTION and **SOUND INSULATION**

⚓ It's high efficiency is permanent.

⚓ It is unaffected by water, moisture or steam leaks.

⚓ It has great structural strength, but light weight.

⚓ And — first costs are low.

LET US GIVE YOU THE FACTS

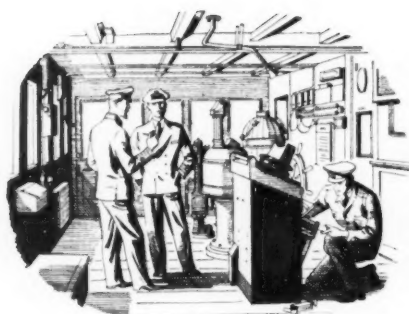
THE

CAPE ASBESTOS

CO. LTD.

114/116 Park Street, London, W.1.

Tel: Grosvenor 6022



"I prefer
BTH Marine Radar

*because valve replacement
is so easy"*

STATISTICS prove that more than half of all radar breakdowns at sea are due to valve failure.

Three metering panels situated convenient to the circuits they measure, give comprehensive metering of voltages and currents, and allow a ready check on the operation of every valve.

It takes but 15 minutes to make a complete check, day or night, in fair weather or foul. Operators appreciate the advantages of BTH Radar because of its outstanding merit—a sound sea-worthy job.

Other advantages: Compact and sturdy—can be fitted during the turn around period—large scanner for looking round forward obstructions—voltage stabilisation and electronic regulation.

Ask for BTH publication AG772.

The entire equipment is type tested and fully approved by the Ministry of Transport.



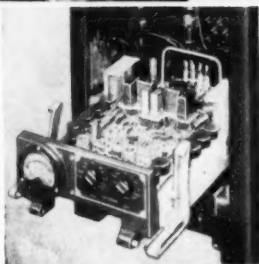
BRITISH THOMSON-HOUSTON CO., LTD., RUGBY, ENGLAND

and

DOBBIE McINNES Ltd., 191-3 Broomloan Road, Glasgow, S.W.1 & 52-53 Crutched Friars, E.C.3



*Display Unit—
with front
panel removed
for servicing.
Note metering
panel for
fault location.*



A 4023



THE SHIPPING WORLD

PRIVATE ENTERPRISE IN SHACKLES

THE Fabian tactics, which the Roman dictator Fabius Cunctator, "the Delayer," adopted in dealing with the victorious Hannibal, are, for the time at least, triumphing in this country in the struggle of individual enterprise against the policy of State monopoly. The plan of Fabius was gradually to wear down the resistance of Hannibal. That he did not succeed and lost the confidence of his supporters, dying a disappointed and morose old man, has its lessons for us in this twentieth century. In spite of the fate of this Roman consul, a group of incipient Socialists formed the Fabian Society in London in the 80's of last century. They became the inspirers and founders of the Socialist movement of our day. These Fabians were theorists, without practical experience of industrial affairs. But by extensive propaganda, they wooed and won many hardheaded and horny-handed working men in the early years of this century. These men dreamed of a new world in which the working men, forming the majority of the electorate, would eventually, by State ownership and administration, at length control all industry.

When the Socialists won their surprising victory in 1945, it was decided to adopt the Fabian policy of gradualness. Obviously a beginning should be made with the mining industry, for practically every industry depends on coal. Ministers and their supporters declared pontifically that nationalisation would be so welcome to all the men employed under as well as above ground that they would work in better heart and recruits would come forward by the thousand. Owing partly to this new spirit, partly to increased man power, and partly to the introduction of more labour-saving machinery, coal would not only be in plentiful supply, but would be of better quality. So the National Coal Board was set up. Gas, electricity, the railways and, to a great extent, road transport, have also been successively nationalised in accordance with the doctrine of gradualness, as well as some of the finest docks and a large volume of shipping which was owned by the railways. And now the steel industry is being subjected to the same treatment. Private enterprise is now at the mercy of these State monopolies and it is believed by the modern Fabians that gradually the activities of private firms

can be restricted until all industry, including ultimately shipping and shipbuilding, will be State owned and State controlled.

So far nationalisation has resulted not in profit to the taxpayer, but in heavy losses. More money is needed by the sponsors of State monopoly, so pressure is being put on the Chancellor of the Exchequer to include in his new Budget what is called a capital levy. No statement has been made as to the precise proposal which should be enacted. The effect of a capital levy, in any case, would be to force anyone who has property above a certain value to pay a large percentage of its value to the tax collectors when he remits his income tax and, if he be very rich, surtax as well. The excuse is that by this means a big contribution would be made to the cost of rearmament by those who are best able to make it. That such a levy would cause a widespread disturbance of industrial finance, not excluding that of the maritime industries, since shares would have to be sold at any price they would fetch, must be apparent. Obviously also, the plea of the Government to men and women to save money to meet the demands for capital expenditure in order to make us more efficient producers would fall on deaf ears. "Let us eat, drink and be merry", would be the response of many of the younger men and women, if not of their elders. Moreover, once such a levy had been made, the amount which the Exchequer would get from death duties in the future would be reduced. That is what Sir Stafford Cripps no doubt had in mind two years ago when he prevailed on the House of Commons to approve his "special contribution" which was to be a once-and-for-all levy on capital.

It was an old maxim that it was for the good of everyone that money should be left to fructify in the hands of those who had made it. But now the theory is that the individual who makes profits, under "the inspiration of private greed", to quote the Minister of Labour, and saves a large part of them, is the fair target of the masters of the Welfare State. We have had four to five years of overhead planning, bulk buying and controls, an increasing measure of nationalisation, and a scale of taxation which, if persisted in, must result in a decline in efficiency of production and transport—and widespread unemployment.

Current Events

A State of Chaos

OWING to the policy of restraint from unnecessary interference with the shipping industry which the Minister of Transport has persistently pursued, to his great credit, shipowners were congratulating themselves a year or so ago that they were able to conduct their business more or less on commercial lines. But what is now the prospect if the National Coal Board has, as seems certain, to continue to buy coal from America and other distant sources; if bulk buying of meat and

other food as well as raw materials is persisted in; and if, owing to a shortage of essential materials or labour disputes, the delivery of new tonnage is delayed? The report of the Chamber of Shipping, to which the daily newspapers have on this occasion given happily an unusually large amount of attention, is very frank in its criticisms of the mistakes committed by various Ministries. Never before in peace has the industry been thrown into such uneconomic confusion as in the past few months. After nearly six years of uneasy peace,

owners, having made good their losses, find themselves suffering, to an extent never before experienced, from the misuse or disuse of the tonnage they have provided at such high cost. Government trading is playing havoc with the smooth flow of exports and imports and the disturbance of sea transport is contributing to the widening gap in the national trading account, for carrying power is being wasted. We are exporting too little of our goods to pay for the swollen volume of the imports which are reaching our ports. Ministers, none of whom has had any experience of the intricacies of practical economics, are shutting their eyes to the evils for which they are responsible. They indulge in excuses which do not bear examination. The Government has, in fact, blundered from one expedient to another in the hope of concealing its mistakes, the primary one being persistence in departmental trading. As the Chamber of Shipping points out, "normal commercial trading is far more sensitive to market conditions than are Government departments, and adjustments are made more rapidly by individual firms than is possible under the slow machinery of bulk buying." As experience in prewar years proved, they are made without the disturbance of the tonnage markets that inevitably follows from the discovery of a "short position" by a Government purchaser. "It is disconcerting to find these 'discoveries' being made so often and with such mystifying suddenness." The disorganisation of shipping is likely to continue until there is a change of heart on the part of Ministers or a change of Ministers, who will not only call in the experts to buy and sell for us, but will deal manfully with the repeated stoppages at the docks which are costing the country losses running into millions of pounds.

The Coal Crisis

IN the first flush of the Socialist victory after the war, Mr. Herbert Morrison declared, "We have got rid of the scarcity economics of the capitalist world." And that boast, of course, included scarcity of coal which was not then nationalised. In commenting on the coal crisis which has now occurred, as it affects exports and bunkers, the annual report of the Chamber of Shipping states that "the situation shows no sign of improvement in the immediate future." That may have been an adequate statement when the words were written, but it is obviously an under-estimate of the outlook today. Judging by official pronouncements, not only the immediate future, but the outlook for many years to come is extremely bad; no revival of exports is likely; our coal depots overseas, so valuable strategically, will continue to rely on foreign coal and often very inferior coal; it will apparently be impossible to abandon for a long time the policy of importing coal from the United States, India and Nigeria, and, indeed, from any part of the world where it is available, thus perpetuating the disorganisation of shipping. Mr. Alfred Robens, Parliamentary Secretary to the Ministry of Fuel and Power, has declared that "it is, in my view, quite wrong to suppose that our present coal supply difficulties are just a passing phase and that there will be plenty of coal for everyone in a year or two's time." He added that we had a very long way to go before we could safely say that our coal supplies were adequate. The most conservative estimate of the full domestic fuel requirements would, in his opinion, be several million tons above present supplies. As to industrial demand, this had gone on steadily rising from 96 million tons in 1948, to 104 million tons in 1950, an increase of eight million tons in two years. "These requirements are still rising rapidly, and, in addition, the demands from importing countries are nowhere near satisfied." He estimated that before it could be said that the country had really adequate quantities of deep-mined coal, a total of 235 million tons would have to be produced in a year, which compared with the deep-mined output of 204 million tons during 1950. Obviously, that is a very big gap, and it is a gap that will not be made up quickly.

Decline in Exports

TODAY, coal is in such short supply that, though we are supposed to "have got rid of the scarcity economics of the capitalist world," the National Coal Board, which was to work miracles, is importing large quantities of coal from capitalist America, 3,000 miles away, and there is no possibility of a revival in exports since we shall not have adequate supplies for our domestic consumption. The official planners cannot get coal out of a hat; they are not conjurers. Ministers do not apparently realise how seriously the falling off in exports, as well as in bunker supplies, will affect our national economy. At the time when agitators were telling the miners that the industry should be nationalised because only then would they be in a temper to increase output, for they would be working for their fellow citizens, no less than 287,412,000 tons of coal were being brought to the surface, exports had reached a peak figure of 73,400,000 tons, and bunkers shipped at British ports for use in vessels engaged in the foreign trade accounted for 21,031,000 tons. As the agitators spread their gospel of discontent in the coal mining districts, the oil companies, reflecting the pioneering spirit of free enterprise, developed their resources and evolved improved means of using liquid fuel afloat and ashore. Shipowners reviewed the position and year by year an increasing number of them decided to abandon the use of coal. They came to the conclusion that Ministers and M.P.s, whatever their political colours, did not understand the extent to which our prosperity as a nation had in the past depended on our coal—the cheap coal consumed by our own manufacturing industries, the vast supplies which we exchanged overseas for food and raw materials, and the extent to which the primacy of British shipping had been due to our wealth of coal supplies. Tramp ships then went out with large cargoes of coal and brought back grain or other bulk commodities that we needed and the whole nation benefited by this two-way traffic.

The Agitators' Harvest

THE Socialist agitators, of high and low degree, have done their worst. The industry has been nationalised and there have been no miracles as prophesied. The result is that we have to send out ships in ballast in order to bring in coal mined in the United States, the greatest of all capitalist countries, India and Nigeria and sea transport under all flags has been thrown into confusion. Last year our exports amounted to just over 13,000,000 tons and less than 4,000,000 tons, instead of over 21,000,000 tons, were shipped as bunkers. That is the story of the new Welfare State, which has come to mean a State in which no one fares well, since everyone has only a little more than a pennyworth of butcher's meat each day and has to count each piece of coal put on the fire, while at the same time submitting to controls of this, that and the other thing, all involving vast expenditure in administration. A good deal of the expense of the present system of tax collecting and mismanagement in high places is, moreover, concealed because the managements of the maritime industries as, indeed, of all industries, have become the taxgatherers for the State under the system of P.A.Y.E., receiving no compensation for the extra expense to which they are put. The larger the number of workers and the higher the wages, the greater this burden becomes. In the meantime pay packets are getting bigger month by month. Since labour charges are the predominant factor in the cost of production, the prices of everything we use ourselves or export will go up. For a long time R. A. Lister & Company Ltd., have been reminding readers of THE SHIPPING WORLD of the progress of this inflationary movement. In his latest report to the shareholders, Sir Percy Lister has given some further figures, which should warn Ministers and trade union leaders of the perils that lie ahead. Looking to the future, Sir Percy remarked that it was impossible to over-emphasise the

dangers of the growing costs of so many basic materials—his reference being particularly to those non-competitive and uncontrolled prices which managements are obliged to pay for the products and services of our nationalised industries. In this regard he noted the following increases since 1945:—

	Per cent
Gas, per therm	40
Smithy coal, per ton	47
Foundry coke, per ton	48
Railway transport, price per ton for an average journey of 150 miles	55

Shipowners who had the foresight and courage to order new tonnage in the early years of the uneasy peace have reason to congratulate themselves, for prices have gone higher and are still rising and must continue to rise.

The Pattern of Shipbuilding Orders

It is nearly six years since the Second World War ended, time enough, if world conditions were normal, for industry to settle down to a peacetime tempo. Many prophets, including not a few shipowners, thought that the post-war cycle of the 1920's might be repeated. As far as shipbuilding is concerned, this belief could not have been more inaccurate, as a glance at Lloyd's Register returns show. The average tonnage in the British Isles launched each year during the period 1919 to 1922, inclusive, was more than 1,500,000 tons; in 1923 the figure dropped to less than 650,000 tons gross. The corresponding period after the last war was 1946 to 1949 inclusive, when the average launching output was about 1,200,000 tons. But, instead of dropping to less than half the average during the fifth post-war year, the actual output during 1950 was increased, and orders for future years indicate that output will be maintained for some time ahead. It is true that, though the level of postwar orders has been high, guaranteeing work for two or three years in the major shipyards, the flow of orders was until recently unbalanced in that some of the smaller yards which are equipped for producing tramps and smaller cargo liners were not in too satisfactory a position. That position is now changing, as an examination of the orders placed since the beginning of this year reveal. Tanker orders continue apace; at least 41 tankers have been ordered from the shipyards since January 1. Tramp owners have also begun to build ships. The total orders for cargo liners and tramps—which cannot always be separately distinguished—amounts to 20 ships since the beginning of the year. In general orders for passenger ships have been few until recently. The placing of two 28,000-ton liners in Scotland and Northern Ireland, and the further contract for a passenger and mail vessel obtained from Norway, have been welcome, suggesting that the time is at hand when more valuable contracts of this kind may be forthcoming. The industry should be assured of the raw materials needed to meet their very large commitments, for an island such as ours needs ships for use as transports as well as other ships to carry food, bulk cargoes and oil fuel. Ships to islanders should be regarded as a first priority in the rearmament movement.

Expansion of Tanker Fleet

CONSIDERATIONS of space unfortunately do not allow THE SHIPPING WORLD to reproduce in full this week the statistics on world tanker tonnage compiled by John I. Jacobs & Co., Ltd. Taking tankers of 2,000 tons deadweight and over, the world tanker fleet at the end of 1950 is calculated at 2,165 vessels of 27,615,815 tons d.w., an increase of 50 tankers and about 940,000 tons in the last six months. The largest increases were under the Norwegian (275,000 tons) and British (250,000 tons) flags. United States tanker tonnage decreased by 90,000 tons, but the substantial amount of American-owned tonnage under Panamanian, Honduran and Liberian flags has to be remembered, the last named having the third largest increase of

about 135,000 tons d.w. and now taking eighth place in the world fleet. Although still of small proportions, the nucleus of a German tanker fleet is steadily being built up. In the last six months orders were placed for nearly 1,350,000 tons d.w. of tankers, and it is calculated that by the end of 1953, at the present rate of expansion, the world tanker fleet will have reached a total of 32,500,000 tons d.w., more than double the 1939 figure and with much more than double the carrying capacity on account of improved speed and efficiency. "Should the hoped for relief in the international outlook come about, it seems at least problematical whether all this new tonnage can be absorbed unless a much larger amount of the old tonnage is scrapped." On the other hand, about 12½ per cent (3,150,000 tons) is more than 20 years old, of which over 2,000,000 tons is over 25 years old.

Liverpool Underwriters

ONE of the main points made by Mr. T. H. Blackham in his speech as chairman at the annual meeting of the Liverpool Underwriters' Association last week concerned the Joint Hull Understanding. After saying that underwriters were concerned at the many examples of estimates of outstanding claims on which insurance renewals were effected proving to be far less than the actual claims when they came to be settled, and at the rising cost of ship repairs, he remarked that many underwriters were puzzled by the last review of the Joint Hull Understanding, which made no provision for the serious factor of increasing costs. He did add, however, that the Joint Hull Committee was like a jockey who could not go faster than his mount. This is very true. At the Eastbourne conference of the International Marine Insurance Union last September, before the Understanding was revised, Mr. A. B. Stewart, chairman of the Joint Hull Committee, made it very clear that underwriters had not yet felt the full effect of devaluation, to which further increases in costs resulting from rearmament had to be added. The Joint Hull Understanding was revised shortly after Mr. Stewart had spoken and the comparatively moderate increases in premiums resulting from that revision do not appear to take into consideration any future increases in costs. This, however, is entirely in keeping with basic underwriting principles. When some improved aid to navigation or any development aimed at greater safety at sea is adopted, underwriters do not forthwith reduce their rates in anticipation of an improved claims experience, but await results and adjust their rates accordingly. So, in the case of rising costs, underwriters appear to have met the existing situation regarding shiprepair costs by the revision of the Joint Hull Understanding of last October, without taking into account any probable increase in costs during the ensuing year.

Marine Insurance in Glasgow

THE marine insurance market in Glasgow is small, but independent, and one of its outstanding features is that an important component of the market is the Association of Underwriters and Insurance Brokers, operating on the Lloyd's system of syndicates of individual underwriters accepting risks "each for himself and not one for another." At the 133rd annual meeting of the old established association last week, the chairman, Mr. R. Patterson, said that since the Glasgow market was small it was with diffidence that he ventured to comment on the present situation in the hull market. His observations must necessarily be influenced by his own experience, but, up to the present, hull business had proved better than many anticipated. The dire prophecies of what would happen when claims for the unrepaid damage of war years came along had not been fulfilled. It was true that belated claims against years which normally would have been considered closed were still coming in and, consequently, results over the next few years might be expected to show a smaller margin of profit. They had also to

contend with the fact that by reason of devaluation, repairs in hard currency countries would cost more, and there was still an upward tendency in repair costs in this country. These factors pointed to a possible worsening of results, but he thought the Joint Hull Committee had been alive to that possibility when they tightened up the new Joint Hull Understandings. It will be noted that Mr. Patterson does not share the opinion expressed by Mr. Blackham in his speech at the Liverpool Underwriters' meeting as to whether the new Understanding anticipated any future increase in repair costs. It is, of course, entirely a matter of opinion, but Mr. Patterson spoke with knowledge born of local associations when, later in his speech, he said that a year ago the shipbuilding outlook did not seem particularly bright, but that today there was solid evidence of work in plenty for quite a long time ahead.

A Strong Position

IN THE calendar year 1950 the trading profits of Clarke, Chapman & Co., Ltd., the Gateshead boiler-makers and marine electrical and general engineers, slightly declined from £498,000 to £451,000. The fall is, however, more than offset by a reduction of £49,000 in the tax charge to £114,000, so that the net profit emerged slightly higher at £178,500, against £172,100. Exact comparison of the results is made difficult by the accounting treatment of deferred repairs, pension fund and similar items, but that criticism is no more than academic: the increased distribution of 15 per cent, compared with 12½ per cent, was well covered, however the earned rate be calculated. The higher dividend absorbs no more than £72,000 gross, by contrast with reserve appropriations of £80,000 and an addition of £22,000 to the carry forward at £78,400. Having long practised thrift in the distribution of its profits, the company has been able to build up a strong financial position. Reserves, including a future tax allowance of £160,000, now amount to £1,094,000, or more than double the issued equity of £480,000. Fixed assets have been substantially written down and must be conservatively valued by current replacement cost standards. Liquid resources include £301,000 in Government stock and £153,000 in cash. There is thus adequate cover for normal trading purposes and for capital commitments of £270,000. The net working capital totals £875,000 and, as already shown, is largely liquid. The work in progress figure of £613,000, against £406,000, suggests that the company should be profitably occupied for some time ahead. Costs, of course, continue to rise under raw materials, wages and other main heads, and the company may have difficulty in ensuring a sufficient labour and raw material supply. Its products are, however, largely of a type likely to be used in carrying out the rearmament programme. For that reason its requirements should be given a high priority.

A Costly Strike

COMMENTING on the dockside strike at Sydney towards the end of 1950, which resulted, it is estimated, in a loss of £500,000, our Australian contemporary *The Harbour*, in the issue which has just reached us, remarks that the port was paralysed, with the consequent delays of loading and unloading. The trouble began over the suspension for three days of 50 wharf labourers who had refused to work overtime, as well as some other indisciplines; the net result of it all was that work stopped on 65 ships in port as 7,300 employees walked off their jobs. Sailings were delayed, trade and commerce were affected, another fillip was given to the inflationary spiral, and another cost added to the living expenses of society, including the watersiders and their families. "How long this tyranny is going to stalk unchecked, to the increasing disturbance of our economy and to the multiplied discomforts of society, is a matter that is just now more than agitating men's minds—it is causing profound disquiet—and more and more the demand is increasing for some sort of show-

down between law and order and the Rafferty rules of the nihilists who have been steadily developing their daring since the appeal to the Crimes Act in the early part of the year shortly after the arrival of the Menzies Government in office." It is recalled that in September last the Minister of Labour declared that the Government would feel compelled to review the present arrangement. "The present arrangement, of course, means," the journal adds, "the generous treatment the waterside workers have received and the poor quid pro quo they have returned. Certainly the review of that lop-sided show calls for immediate, not delayed, review. And the people of this Commonwealth will increasingly demand the breakdown by those in authority of a tyranny that is becoming unbearable." Nowhere has effective action been taken to deal with the Communist attack on international trade by carefully planned strikes, first in one part of the world and then in another.

International Congress of Refrigeration

THE YEAR of the Festival of Britain has been chosen for the eighth International Congress of Refrigeration, which will be held in London from August 29 to September 11, under the presidency of Viscount Bruce of Melbourne. The fact that the King has consented to become patron of the Congress indicates the great progress which has been made in this modern branch of engineering since the time when, half a century ago, Great Britain was called the "cradle of refrigeration" by the eminent German scientist, Dr. Carl von Linde. The International Congress of Refrigeration, founded in 1908 by a special convention treaty between the principal Governments, carries on the study of questions relating to the technique and all aspects of refrigeration, including the sea transport of refrigerated cargoes, through seven technical committees, under the organisation of the International Institute of Refrigeration. Remarkable advances in refrigerating technique have been made since the last Congress was held at the Hague in 1936, and many of them relate directly to the installation of refrigerating equipment on board ship, so that it is not surprising to learn that shipping companies, as well as other industrial undertakings, will offer hospitality during the London session, at which papers and reports will be presented by technicians from many countries. Applications for particulars of membership should be made to the secretary of the Congress, whose office is at Dalmeny House, Monument Street, London, E.C.3.

SAYINGS OF THE WEEK

RIISING COST OF REPAIRS

"In a world of rising wages and raw material values it seems obvious that shiprepair claims are bound to increase: many were puzzled by the last review of the formula, which made no provision worth mentioning for this serious factor."—Mr. T. H. Blackham, chairman of the Liverpool Underwriters' Association.

AGEING VESSELS

"Two-thirds of the British deep-sea tramp tonnage consists of ships built in 1940-45, which can be credited with an expectation of life of little more than 10 or 12 years, while one-fifth is over 20 years old, with a consequent expectation of life which is hardly worth taking into account in a general computation of shipping strength."—Mr. Hugh Hogarth.

SHIPPING'S INVISIBLE EXPORTS

"The last time a careful assessment was made of the total value of the contribution was in 1947, for which year it was £60 mn., and it was estimated that in 1948 this had grown to £100 mn. Without another detailed investigation it is not possible to give an equally trustworthy estimate for the present day, but a rate of something nearer £150 mn. a year is probable."—Mr. C. E. Wurtzburg, president of the Chamber of Shipping.

ON THE "BALTIC"

EMPLOYMENT IN AUSTRALIAN TRADES

By BALTRADER

THERE HAS been some increase in the chartering of grain carriers from Australia to the United Kingdom, and rates have risen in keeping with the present fashion. The Australian Wheat Board has, nevertheless, succeeded in obtaining tonnage cheaply in comparison with the experience of operators in the North American market. The rate of 30s. per quarter for heavy grain from the Gulf of Mexico to the United Kingdom is about equal to 140s. per ton. That rate is being accepted for wheat in bulk from West Australia to the United Kingdom, a voyage twice as long as from the Gulf. Moreover, the days occupied in loading in Australia are generally double those used in North America. The contrast in the daily earnings derived from these voyages is a measure of the special demand for shipping to load coal, grain, lumber and sugar in the area of North America. It indicates that the Australian charterers, on the other hand, can afford to wait until owners come some way to meet them.

There has been much tonnage converging on Australia in past months with motor cars, etc., from Europe and coal from South Africa and India. Vessels have been, and will be, arriving in India with grain from many quarters; their owners have a good choice of employment to follow if they chose to take ore to the Far East or North America or, alternatively, coal to a variety of destinations, including Japan and Italy. There is also more rice moving from Burma and Indo-China than for some time. Some owners, however, want to bring their ships home, and with this object it is attractive to send them in ballast from India to West Australia. The vessels, having brought grain in bulk to India, have their grain fittings in position to load bulk wheat from Australia—a saving, sometimes of a week, as well as much money, owing to the slow and expensive methods of Australian labour when erecting shifting boards. The result has been a more even balance of shipping and cargo in Australia than in the Atlantic. Not that the charterers would be able to dictate their own terms to owners, because the latter can look to alternative markets, somewhat distant but offering great inducements. In addition to the demands of Indian and Far Eastern shippers, the North Pacific lumber and grain operators are continually pressing for tonnage, which they are obliged to draw from distant markets at competitive rates of freight. Recently, there has been a reduction in the number of vessels chartered from Europe to Australia by the liner companies and from South Africa and Calcutta to Australia with coal. This will, in due course, affect the supply of shipping at the disposal of the Australian Wheat Board. It should make for a steady market if the demand for tonnage in the coming months is maintained at present strength.

Prospects of Short Season

The fact remains that the volume of wheat exported from Australia will be far short of the early estimates. New South Wales has suffered so badly from floods that there is no wheat to spare for shipment. New South Wales, of course, normally supplies the largest part of Australia's grain export; but this year it devolves upon Victoria and West Australia to provide cargoes of wheat in bulk, plus South Australia's contribution of bagged wheat and some bulk wheat loaded ex bags. The season, therefore, may prove short, with little grain coming down to the ports after September. There has for some while been a noticeable absence of chartering for grain from Australia to India, which country is having to look for its supplies to come from distant North and South America. In this connection, it is strange to see a vessel leaving Australia in ballast for Vancouver to load wheat there for India.

An interesting fixture last week was that of a coal-burner chartered by the liner conference for a trip out to New Zealand at 35s. No doubt this type of ship appealed to the charterers in preference to a more expensive oil-burning or diesel vessel, on account of the probability of a long stay in New Zealand, where delays are notorious. It will be remembered that a preference was given last year to cheaper vessels when tonnage was taken on time charter for the trip out to Beira, where detention was rife. When the vessel which has been chartered out to New Zealand is redelivered to the owners, they will no doubt find a ready market in the Australian coasting trade, where coal-burners are in request. Many owners have in the past few years found it profitable to employ ships in the Australian coasting trade with adequate safeguards, although some object to the domestic troubles which may arise through prolonged service far from home.

The Freight Markets

Chartering operations in the North American market have been less active since it was announced last week that cargoes from the United States to the countries most in need would be given priority. There was as a result a sustained demand for tonnage to take American grain to India and rather less interest shown for other destinations. The North American market was also affected by the report that more U.S. laid-up vessels will be put into commission, perhaps as many as 80 Liberty ships, in view of the crying need of India for more wheat. This possibility does not affect the present shortage of early tonnage because it will in any case take some time to man a large number of laid-up ships and make them ready for sea. There has, in fact, been quite active chartering for March and April loading, including the following fixtures: *Leontos*, Hampton Roads to West Italy, \$13.50, coal, March; unnamed vessel, Hampton Roads to Buenos Aires, March, \$18, coal, with succeeding trips at \$17.50 and \$17.25; *Moharck*, Gulf to Antwerp, wheat, \$15.75 April; *Ingleby*, Gulf to Bombay-Cochin range, 170s., heavy grain, 25 May/30 June. For sugar, the *Cromarty*, 5,300 tons, has obtained 150s. to the United Kingdom, option San Domingo 145s., April. From the River Plate to Sweden 155s. has been paid for a vessel guaranteeing 65 ft. per ton, free discharge, March/April. Bona to Glasgow, March, has been fixed at 46s. Barley from Algeria to U.K. has paid 67s. 6d., a rise of 3s. 9d. per ton, and higher rates are expected. Time charter inquiry has increased and full rates have been paid. *Mardene*, 8,910 d.w., about 524,000 bale, 10½ knots on 19 tons oil, is fixed for two West African rounds at 43s., May 5/June 10.

Air Charter Business

Early vegetables are coming by air to this country from France; lettuce has been fixed to arrive in four Vikings from Paris. Freight inquiry is fairly active in other directions. Four-engined aircraft are being mostly employed between Europe and the Far East as a result of the Korean war, for account of the air lines or of the Government services. About 96 persons are leaving for Norway every ten days in three Vikings between January and April. The air travel facilities were arranged by members of the Baltic Exchange.

Tramp Freight Index

The Chamber of Shipping index number of tramp shipping freights for January, 1951, is 151.9 (1948 = 100). This compares with 115.7 for December, 1950, and with 72.8 for January, 1950. The index number is based on tramp fixtures in sterling reported during the month.

SWEDISH SHIPPING AND SHIPBUILDING

THE RELATION OF HIGH FREIGHT RATES TO OPERATING COSTS

From THE SHIPPING WORLD'S Own Correspondent

IN A SURVEY published in *Svenska Dagbladet* for December 29, 1950, Dr. Helmer Eneborg stressed the inflationary character of continuously soaring freight rates in 1950. If the rates were converted into a stable currency, he considered that the changes would be remarkably small, and to a certain degree a downward movement would be noted. He argued that the increase in freight rates was not higher than was necessary in order to compensate for the depreciation of currency. Shipping trade between Sweden and foreign countries increased by about 16 per cent during 1950, in comparison with 1949. Foreign tonnage, however, played a still more active part in this trade and showed a rise of 26 per cent; the role of Swedish tonnage being limited to only 6 per cent. It was thus evident that foreign vessels have been quite successful in their competition with Swedish. The increased trade kept an almost even pace with the increase of Swedish tonnage, but Dr. Eneborg noted that the increase in the Swedish merchant marine was smaller than in preceding years, and the rate of expansion of the fleet described a continuously falling curve year after year. This is a natural tendency after the active building during and after the war, apart from the fact that the Swedish merchant marine is much larger now than before the war. Consequently, a significant number of Swedish vessels are employed exclusively between foreign countries. Shipowners are reckoning with a general increase of gross freight incomes and time-charter receipts, but also with a reduced net income. In short, the rise in costs is higher than the increase of income.

Freight Markets

The Swedish freight markets are lacking vitality in almost all departments. Stemming difficulties limit coal business from Polish ports to Sweden, but importers do not seem to require any tonnage for the time being. Consequently rates are falling. It is reported that several vessels are lying idle. Loading is a slow affair, with ships measuring about 2,000 tons waiting eight or nine days before they are fully loaded. On February 1 the price of Polish bunker coal was increased from \$16.2 to \$24 per ton, a 50 per cent rise, which will result in higher rates from Poland. Before these new bunker prices rates from Poland to West Sweden were about Sw.Kr. 16.50 per ton. As German and Dutch vessels can obtain bunkers at reasonable prices in their home ports, medium-sized Swedish tonnage is now faced with stronger competition than ever. Openings from England are few. A 1,600-ton vessel has secured Sw.Kr.18, Tyne/Blyth to Stockholm. Outward timber business from Sweden continues to be quiet and the same must be said of prompt loadings from Finland. Pitprop rates from Sweden to U.K. reeded and fixtures for the last week of January stood at 115s. per fathom, compared with 120s. earlier.

During 1950 the Broström fleet was increased by six new vessels, totalling 38,892 tons d.w. The total tonnage has not changed much during the year, however, as the company's three steamships and two motor vessels were sold. The entire Broström fleet now consists of motorships, apart from the *Kastelholm* and *Gripen*, of small size. At the moment the fleet of the Broström concern consists of 75 vessels of 449,683 tons d.w. On order and under construction are 18 new vessels of about 143,000 tons d.w. Nine of these are expected to be delivered in 1951.

The surplus of the Swedish War Insurance Committee amounts to about Sw.Kr.300 million, and this sum the Swedish Lifeboat Society now proposes to use for the construction, among others, of ten fast radar-equipped

lifeboats. Suspicious movements of vessels in Swedish coastal waters have convinced the authorities of the necessity for close cooperation between pilots, the lighthouses and customs on one side and the defence forces on the other. The G.O.C.-in-C. has stressed the duty of personnel to report all foreign naval vessels in Swedish waters and the absolute need of extending this vigilance to merchant ships and smaller craft of all kinds.

Sea travel scholarships are to be awarded by the Swedish Shipowners' Association in order to give Swedish journalists specialising in shipping a wider knowledge of the practical problems of the merchant marine and life on board ship. A sum of Sw.Kr.10,000 has been set aside for this purpose.

Shipyard Reconstruction

At Gothenburg the Lindholmen yard has prepared a reconstruction programme which will double its capacity. Whereas 50,000 tons d.w. are now constructed yearly, the new scheme is expected to increase output to 80,000 or 90,000 tons per year. According to the manager of the yard, Mr. E. Larsson, the expansion will in the first place include the taking over of the manufacture of diesel engines instead of buying them. For this purpose a new assembly hall, 230 ft. long and 116 ft. wide, is needed. The building of a 762-ft. new quay is also planned, besides the purchase of cranes, extension of the graving dock and other building. Fourteen German shipbuilders have been employed by Uddevallavarvet for a preliminary period of three months, after which they will probably be furnished with the necessary visas for a longer stay in Sweden.

Official discussions in Norway, in connection with the efforts to obtain a prolonged term of payment for the vessels under construction in Sweden, are being followed with great interest by Swedish shipbuilding circles. Many Greek shipowners are making inquiries about the possibility of building tankers against cash payment in dollars, but the Swedish yards seem to prefer their Norwegian clients, provided that the latter are authorised to make contracts. It is reported by the Norwegian newspaper *Verdens Gang* that Swedish yards are prepared to grant Norwegian shipowners credit for 11 new constructions.

With the launch of the motorship *Mimer* at the Finnbo yard, Stockholms Rederi A/B Svea received its fourth M-type ship. The 2,350-ton *Mimer* is engined by a Polar diesel, the last one delivered by Atlas Diesel at Stockholm, whose production of Polar diesel engines is now taken over by Nydqvist & Holm, Trollhättan. Overseas trading is becoming increasingly important to the Svea company and tank shipping now plays a great part in its activities. While Kockum M.V. will deliver a 16,360-ton motor tanker during 1951, the delivery of a new M-class dry-cargo motorship is expected to take place at Finnbo in May this year. Only two days after the delivery of the motor cargo liner *Ventura* to Skibs A/S Nordheim, Oslo, on January 10, Kockums launched the motor tanker *Havtor* for another Norwegian owner, Mr. P. Meyer, Oslo. Her deadweight capacity is about 24,400 tons.

The Norrköping shipyard, which recently launched its second motor tanker of 1,275 tons for Soviet account, has now received a Russian order for two further tankers. The first motor trawler ordered by Russia from the Ystad yard ran her trials on January 24, making a speed of 10 knots. The Polish icebreaker *Sveitovid*, built by Oskarshamn, also ran trials during January. This all-welded icebreaker has a length of 150 ft. and is propelled by a triple-expansion engine, developing 2,600 i.h.p.

CHAMBER OF SHIPPING

ANNUAL MEETING AND PRESIDENTIAL ADDRESS

THE 74th annual meeting of the Chamber of Shipping of the United Kingdom was held on Thursday at Bury Court, St. Mary Axe, London, E.C.3. Mr. C. E. Wurtzburg was elected president in succession to Sir Guy Ropner, and Viscount Runciman was elected vice-president for the ensuing year.

A question was raised by Capt. Alfred Instone on the motion to adopt the annual report and statement of accounts. He inquired whether the Council had taken any steps to ensure that the British shipping industry would be represented at the Festival of Britain, since no mention of it had been made in the annual report. In reply, Sir Colin Anderson, chairman of a sub-committee which had been set up to consider this matter, stated that although it was impracticable to withdraw merchant ships from service to display them to visitors, every possible means of making use of this opportunity to publicise the services of British shipping would be made. Unfortunately, space was inadequate at the South Bank site, but everything would be done in the form of models, maps and photographs, many of them appearing in the section devoted to shipbuilding.

Sir Ernest Murrant proposed the election of Mr. Wurtzburg as president, pointing out that from the record of his assiduous work as vice-president there

could be no doubt that he had the qualities they were accustomed to look for in a leader and chief spokesman for the shipping industry. The motion was ably supported by Sir Andrew Common. A vote of thanks to the retiring president was proposed by Sir George Christopher, who emphasised that Sir Guy Ropner had displayed unusual qualities of forthrightness and crystal honesty of purpose in the lead he had given in the important and almost invariably difficult consultations in which he had taken part. Nobody had ever had the slightest excuse for not knowing exactly where the president had stood on any matter on which his guidance had been sought. Sir Christopher's motion was then supported by Mr. H. G. McDavid, who referred with pride to his own valuable experiences as a subordinate of Sir Guy during the war.

The election of Viscount Runciman as the new vice-president was proposed by Sir Vernon Thomson and seconded by Mr. Kenneth R. Pelly, who noted that, despite his wide experience in many matters connected with sea and air transport, Viscount Runciman was as yet not fully conversant with the problems of coastal shipping. That matter would be remedied during his term of office. After the reappointment of the auditors had been approved, the new president proceeded with his presidential address.

The Presidential Address

THE NATIONAL IMPORTANCE OF THE SHIPPING INDUSTRY

TODAY, when the Chamber enters on a fresh year of work, we see the world once again shrouded with the dark shadow of a possible third world war. Horrid phrases like rearmament programme, dilution and direction of labour, with which we were so painfully familiar only a few years since, are once again prominent in the headlines. It would be wrong to paint the prospect in too sombre colours, but we cannot shut our eyes to the potential dangers which confront us, dangers which are certainly no less, and indeed in some respects are even greater, than those which we had to face in 1939. Remarkable as has been the national recovery since the Second World War, the fact remains that the country is still physically and, I fear perhaps also spiritually, impoverished.

I think it would be prudent to consider for a few moments how British shipping stands today in those respects. Three hundred and fifty years ago, when the invasion of England seemed not improbable, a great statesman, the first Lord Halifax, not I believe the progenitor of the equally famous statesman of our day, wrote these words:—

The first Article of an Englishman's Political Creed must be, That he believeth in the Sea. Without that there needeth no General Council to pronounce him incapable of Salvation here.

I should say in passing that the reference is not to the General Council of British Shipping. That honourable body is a more recent creation. Lord Halifax was, of course, referring to the General Council of the Realm. If what he said was true 350 years ago, it is certainly not less true today, but unhappily people in

this country are less ready to remember in peacetime the importance of the Mercantile Marine than they are in wartime. It is only under the stress of war that they come to appreciate that an island like ours depends for its existence on the maintenance of its sea communications. Before we consider, however, the part that the Merchant Marine plays in time of war, it will be as well to remind ourselves of the share the shipping industry has had in our national recovery since the Second World War.

Postwar Recovery

At the end of the war the target set for the nation was full employment and thus a better standard of living for all. This target could only be reached if this country was able to produce and sell overseas more than sufficient goods and services to purchase the essential raw materials and food, without which neither our factories nor our peoples could produce those goods or those services. The days of huge investments overseas had passed. Those great assets, the product of the brains and initiative of private enterprise, had been swallowed up by the war. Indeed, without that great and generous conception, Marshall Aid, the task of rebuilding Great Britain would have entailed years of dogged hard work and low standards of existence, even supposing that we could have triumphed in the end. Fortunately we have been spared that ordeal and by the end of 1950 the dollar gap had been closed and we were able to accept a suspension of the benefits of Marshall Aid.

If still in choppy seas, the country was at least out

of the gale area. This satisfactory result could not, however, have been achieved without the great efforts of our main industries to work for an economic victory with the same dogged determination as they had so recently worked for a military victory. But their efforts would have been most gravely handicapped, if not indeed completely frustrated, had our shipowners not kept abreast of—I would rather say ahead of—the transport needs of the great manufacturing industries by rebuilding their fleets and restoring to this country a pre-eminent position in the carrying trade of the world.

The facts have been stated again and again, but I make no apology for repeating them here. In the Second World War we lost 11½ million gross tons of shipping and included in those losses were many of our newest and finest ships. When hostilities ended, no less than half of our 1939 merchant fleet was at the bottom of the sea and over one-third of the war replacements had been sunk. But so great were our efforts that by the end of 1950, without any financial or other aid from the Government and in spite of the rapidly widening gap between the insured values which were assessed for replacement and the actual cost of that replacement, those losses had been made good.

The Minister of Transport bore testimony to our achievement when he stated at Avonmouth last October that "If every other industry had been able to give the same contribution as the Merchant Navy we should have been out of our difficulties by now." That was a fine tribute and well merited.

The Consequences of Failure

But let us suppose for a moment that British shipowners had, for once in their long history, failed in courage and enterprise and had been so cautious that they had declined to accept in a visibly troubled world the financial risks involved by replacements. In such an unthinkable situation this country would have been faced with the alternative of relying on the goodwill of foreign tonnage for the carriage of its imports and exports. I do not for a moment suggest that our foreign friends would not have been very happy to carry our goods for us, but I hardly think they would all have been equally happy to accept payment in sterling. Already at our wits' end to pay for essential food and raw materials, even with American aid, it surely would have been impossible for us also to have found foreign currency to pay the cost of carriage for our imports, or offer our exports at a price that any purchaser would have been willing to pay. Taking imports to this country in 1947, the freight in U.K. ships amounted to £142 millions. The export drive, had not then reached its recent high level, but even in 1947 the freight on U.K. exports in U.K. ships amounted to £58½ million. The total gross freight, therefore, for imports and exports carried in our own ships in 1947 was over £200 millions. Thanks to the enterprise of British shipowners the need to expend on foreign charters, sums which might have been of this order did not arise. With speed matching its courage the industry set to work to rebuild its fleets, with such success that up to recent months, at any rate, tonnage available kept so well ahead of demand that at times freight rates were at a far from encouraging level.

Contribution of Invisible Exports

But this is only one side of the picture. The contribution of British shipping had a positive as well as a negative side. Not only had the shipping industry saved the country from having to dip into its diminished resources to meet the cost of transport, but it also directly helped the country to build up its financial resources and in no small measure. I refer, of course, to the industry's contribution to what is known as invisible exports. The last time a careful assessment was made to ascertain the total value of that contribution was in 1947. In that year, the figure was £60 million and it was estimated that in 1948 the figure had grown to £100 million. Without another detailed

investigation it is not possible to give an equally reliable estimate for the present day, but it would seem that at the moment we are running at a rate of something nearer £150 million a year. That surely is a most remarkable achievement and one that can confidently be compared with the achievement of our great manufacturing industries, which are regarded as the backbone of the export drive. May I quote you a few figures taken from the official Board of Trade Returns for 1950:

Contribution of Coal		£	50 millions
"	Woolen goods	140	"
"	Iron & Steel	156	"
"	Cotton goods	158	"
"	Cars & Lorries	242	"
"	Machinery	317	"

In quoting these figures I would remind you that whereas the figures for our invisible exports are net, those quoted for the manufacturing industries are gross. By this I mean that before the contribution of British shipping to the balance of trade was assessed, expenses in foreign currency were deducted. How great can be the difference between net and gross figures may be gauged from the fact that the gross shipping earnings of foreign exchange in 1947, on which the net contribution of £60 million was based, was £213 million. There may not be, it is true, such a wide margin between the gross and net figures of the manufacturing industries, but imports of raw materials, machine tools and other items must in some cases, I should suppose, represent a substantial expenditure of foreign currency. Now, even coal exports would require a set-off because of the cost of the coal imported from America.

Economic Life and Survival

If British shipping is essential to our economic life in peacetime, in war it is vital to our very survival. I have already referred to the appalling losses in tonnage which we experienced in the last war. There was an even more terrible loss in personnel, a loss in fact which, when taken in proportion to the total strength of the Merchant Service, represented, in numbers killed and missing, a higher percentage of casualties than in any of the three fighting services. The Merchant Service has been described as the fourth arm of defence, and I would suggest, rightly so. Without an adequate Merchant Marine, adequate, that is, in quantity and quality, the Navy, the Army and the Air Force would be unable to fight; our factories could not produce the tools and munitions; we should starve. But not only are our fleets and the gallant men who man them at the disposal of the nation; there is also an unrivalled wealth of experience available to operate the ships.

The task of directing and managing merchant fleets on a national basis, or indeed an international basis, in time of war, is a very formidable one. That task in the last war was, in a very large degree, discharged by British shipowners and their staffs at all levels. This in itself was no mean contribution to the successful outcome of the war and is a reminder that, should the emergency again arise, expert shipping staffs, both at home and abroad, should be used where their services will be of the greatest value, and that will be, I suggest, to a very large extent in their own special field. And as to our readiness to play our full part again there can be no question. Nor is it merely that we shall be ready to do so—we demand in fact to do so—and our past record gives us this unanswerable claim. All we ask is that we should continue to be taken into full confidence in the planning, as we have been up to the present. And here I should like to bear witness to the good relations existing with the Ministry of Transport and the Admiralty, relations, I venture to suggest, securely founded on mutual understanding and confidence. It will be one of my aims to preserve and strengthen these good relations.

Later in these proceedings you will be invited to adopt a resolution which reaffirms our determination to maintain an efficient and adequate British Merchant

WORLD WIDE BUNKERING SERVICE



Bunkering Oil,
at Las Palmas

Bunkering Coal,
at Newport Docks

CORY BROTHERS & CO. LTD

COAL AND OIL BUNKERING CONTRACTORS

COAL SUPPLIERS · SHIPPING & GENERAL AGENTS

HEAD OFFICE: Corys' Buildings, Bute Street,
Cardiff. LONDON OFFICE: Corys' Buildings,
St. Mary Axe, London, E.C.3.

BRANCH OFFICES AT LIVERPOOL HULL GLASGOW
NEWCASTLE-ON-TYNE SWANSEA

OVERSEAS DEPOTS AND OFFICES:

Aden	Colombo	Madrid	Rosario
Algiers	Genoa	Montevideo	Santos
Bahia	La Plata	Paris	* St. Vincent (CVI)
Bahia Blanca	Las Palmas	Pernambuco	* Suez
Barbados	Madeira	* Port Said	Tangier
Buenos Aires	Marseilles	* Rio de Janeiro	Teneriffe
		* Lloyds Agents	

The Company operates its own oil installations at:—

BARRY (Bristol Channel), **LAS PALMAS**, **PORT SAID** and **ST. VINCENT (CVI)**
AGENTS AT OTHER PRINCIPAL PORTS THROUGHOUT THE WORLD

TYNE PLYWOOD WORKS

LIMITED

WILLINGTON QUAY
WALLSEND,
NORTHUMBERLAND

MANUFACTURERS OF PLYWOOD
... of all Descriptions

Telegraphic Address
"OKOUME WALLSEND"

Telephones:
Wallsend 64044/6

ELLERMAN LINES

World-Wide Services

Linking

U.K. CANADA U.S.A.
with

**SOUTH & EAST AFRICA
PORTUGAL, MEDITERRANEAN,
EGYPT, LEVANT & BLACK SEA,
RED SEA & PERSIAN GULF
INDIA & PAKISTAN,
CEYLON & BURMA
MALAYA, PHILIPPINES, CHINA & JAPAN
AUSTRALIA & NEW ZEALAND.**

*Hall Line, Ellerman & Bucknall Line,
City Line, Ellerman Line
Papayanni Line,
Westcott &
Laurance Line,*

Head Office
104-7, LEADENHALL STREET,
LONDON, E.C.3.
LIVERPOOL—Tower Building,
Water Street.
GLASGOW—75, Bothwell St., C.2



World-Wide Services

"Who's Who in the Shipping World"

The maritime industries come second only to agriculture in the United Kingdom in relative importance to the nation's economy. One essential factor to future prosperity is close liaison between the shipowners, shipbuilders, ship repairers, marine engine builders and sub-contractors of all kinds, and for this purpose "THE SHIPPING WORLD YEAR BOOK" is invaluable. Not only is it the most complete classified maritime directory published in the world, but it also gives personal details of all the leaders of these industries, a service which has been so well appreciated in the past that the "Who's Who" section of the Year Book now covers more than 200 pages and is being increased every year.

1950/51 Edition—Price 25/- post free

The 1951/52 Edition, Price 30/- post free, will be published in July 1951

THE SHIPPING WORLD LTD.
EFFINGHAM HOUSE, 1, ARUNDEL ST.,
STRAND, LONDON, W.C.2.

Navy to meet all the calls which may be made on it in the national interest. With this in mind it is pertinent to recall the statement made in January 1946, by the Minister of Transport, that "the Government's objective was that the merchant fleet under the British flag shall be at least as large as in 1939 and as much larger as British enterprise and skill could operate on a profitable basis in fair competition on the world market."

I think I can say without hesitation that this statement of policy on behalf of H.M. Government is fully endorsed by all of us. As to enterprise and skill, I believe these are to be found in abundance. The old Elizabethan spirit of adventure is by no means dead. It is true that we no longer send out our ships to capture Spanish dollars, the famous pieces of eight, by methods which, in spite of current Royal approval, could today only be described as piratical. But we have not been slow to capture American dollars by the more respectable means of good ships, well manned and economically run.

Flag Discrimination

When one comes to "a profitable basis" and "fair competition," I am compelled to speak with far less assurance. Never has unfair competition been more rampant than it is today. Flag discrimination in its many forms is as ingenious as it is widespread and it is becoming a very serious menace, not only to shipowners, but to the carrying trade of the world. A tragic feature of it is that those countries which are the worst offenders are likely in the long run to be the worst sufferers. In the meantime, those who like ourselves believe that these artificial preferences are vicious and destructive to international trade, find themselves bearing the brunt of the burden but, finally, it is the users of ships and consumers of commodities who suffer most. It is strange that our Government, while sympathetic and helpful in this, I hope, temporary state of difficulty, seems curiously reluctant to appreciate how important it is that it does nothing itself to weaken or damage the future health of the industry which, I repeat, is vital to our survival as a nation. We are, in fact, gravely concerned that we may not be able to play our full part in the years ahead, either in peace or in war; for it is a sober fact that if the present incidence of taxation continues, the time will come—and, believe me, it is not so far distant—when it will be impossible for shipowners to maintain their fleets at their present level either in numbers or efficiency.

The Consequences of Taxation Policy

The imperative need for shipowners to build up reserves was publicly stressed even before the last war ended. It has since been pointed out again and again, in Parliament, in this Council Chamber, in the speeches of chairmen of shipping companies at general meetings, at the launching of almost every new ship, and reiterated in the Press, that the shipping industry cannot indefinitely maintain its present strength and efficiency if it is denied the capacity to renew its ships at regular intervals. I sometimes wonder whether the very success which our industry has achieved in rebuilding its fleets so rapidly since the end of the war has not thrown doubt on the validity of our contention. Whether that be so or not, the fact remains indisputable that under the present system of taxation, cash reserves will not and cannot be built up to provide for essential replacements of tonnage.

Ships are very costly investments and by their nature are subject to rapid obsolescence. Adequate cash has to be set aside year by year to make these recurrent replacements possible. It is quite a simple mathematical calculation; no special accountancy knowledge is required to understand it. But to all our warnings the Government has so far been unresponsive. The objection seems to be that a special consideration of this nature could not be given to the shipping industry without similar demands being at once advanced by other industries. This seems to me a

singularly unconvincing argument. If there are other industries which (in the national interest) require special treatment, by all means let them have it. But is there, in fact, any other key industry which has the same problem as the shipping industry; or is there, in fact, any other industry which is equally vital to the survival of our country? Any serious shrinkage in our national fleet would surely mean that our great manufacturing industries could not hope to maintain full employment, or perhaps even to survive at all.

An opportunity will shortly be open to the industry to make representations to the recently appointed Royal Commission on Taxation, over which Lord Justice Cohen will preside, and the fullest use will be made of that opportunity. The terms of reference of that Commission are somewhat circumscribed, but we shall not relax our efforts in approaching the Commission, or even the highest authorities in the country, to secure to the shipping of this country some readjustment of taxation, so that the continuance of its pre-eminence in the world may be secured. It is our duty to do so and we shall not shrink it.

What is needed is a realistic appreciation by the Government of the effect which the burden of taxation must have on the industry and a willingness to face the adjustments necessary to enable us to meet our inevitable commitments in the way of replacement of tonnage in the coming years. If nothing is done the effects may not become immediately apparent, but the situation will continue so to deteriorate that the overseas trade by which this country lives may be gravely imperilled.

Prospects for 1951

Let us now turn to the immediate prospects for our industry in 1951. The great rearmament programme must inevitably react on the whole pattern of world trade. But shipowners will, I am sure, be prompt to adjust themselves to the changing conditions of trade which restrictions on exports and the continuance of international stockpiling will certainly introduce. The effects in any case will probably be gradual and will not have such violent repercussions as the recent demand at short notice for the import to this country of large shipments of coal. The dislocation in the markets which such a huge diversion of shipping inevitably entailed would have been bad enough by itself. But the situation was immensely aggravated in that it not only alarmed other countries who depend on foreign coal, but induced some of our own Supply Ministries to demand priorities for their programmes also. That the situation did not become worse than it did was due to the prompt response of British shipowners, tramp and liner alike, who willingly afforded their fullest cooperation, and the thanks received from the Minister of Transport were, I know, well deserved.

The experience of the last few months will prove to have been not without value if those responsible for bulk purchasing have been reminded that tonnage for forward commitments requires also the fixing in equally good time of the tonnage to lift them. The larger the buyer the greater the need to look well ahead. The small buyer can possibly afford to take some risks, but the bulk buyer certainly cannot. If he finds himself short of tonnage, he can only hope to recover his position, if at all, at a great cost and with a disturbance in the freight market, the repercussions of which will be felt throughout the world for months to come.

Fluctuations in Freight Rates

Naturally, rates have hardened sharply and rapidly. The Chamber's index number of tramp shipping freights for January is 151.9 compared with 115.7 for December and 78.8 for July, 1950. But plain thinking and plain speaking are required if the action of an international market is properly to be understood, and no true appreciation of the level of freight rates can be made if it is based on the average of a few months. The picture must be seen in proper perspective, for experience has shown that over a period freight rates fall as rapidly as they rise and, what is more important, bad



The New President

MR. CHARLES E. WURTZBURG, born in 1891, is managing director of the Glen Line, Ltd., and chairman of McGregor, Gow & Holland, Ltd., and McGregor, Gow & Robinson, Ltd. He has been a member of the Council of the Chamber of Shipping since 1941, and was vice-chairman of its Pilotage Committee from 1948 until his appointment as vice-president in 1950. In 1942-44, Mr. Wurtzburg was chief representative of the Ministry of War Transport in South and East Africa. He is deputy chairman of King George's Fund for Sailors, and a governor of the Nautical College, Pangbourne. He joined Alfred Holt & Company in 1913, saw service with the Liverpool Rifles (Territorials) during the First World War and rejoined the company in 1919. In 1920 he transferred to Mansfield & Company at Singapore, where he became chairman of that company and of the Straits Steamship Co., Ltd. He was an unofficial nominated member of the Legislative Council of the Straits Settlements. In 1936 he was appointed a member of the Trinity House Joint Conference, of which he was elected chairman in 1946, and in 1938 he became a member of the Advisory Committee on New Lighthouse Works, succeeding to the chairmanship in 1946. Mr. Wurtzburg is also a director of the Hull Transport & Lighterage Co., Ltd.

times endure longer than good. To point to a particular rate in a particular trade at any given moment without relating it to the low rates which have previously prevailed in that trade, and which may well return, would be meaningless. There has, for instance, been much attention focused on the level of freight rates for the last two months, but little is said of the low rates for the first six months of last year—rates which in certain trades were so uneconomic that some ships normally employed in those trades were being laid up.

As coal has figured so largely in the picture, let us look back to the last occasion when coal in any quantity was imported into this country. That was in 1926, when 20,000,000 tons were imported and freights rose from 11s. a ton to 42s. 6d. a ton. At the end of last year when ships were first chartered to import coal from America, fixtures were made at 50s. a ton. The rate has since risen to as high as 100s.; incidentally, it was not a British ship that first secured this rate. The rate has certainly doubled, but in 1926 the increase was nearly fourfold. The import of large quantities of coal into this country is, we hope, exceptional. Let us therefore turn for a moment to well-established trades, taking, for example, the rate for grain from Australia in 1920. It started at 105s., went up to 205s. by April, and dropped back to 100s. at the end of the year. The rate from the River Plate which was 170s.

in January of that year, went up to 210s., and then gradually came down to as low as 37s. 6d. in December. It is not for me to express an opinion on these rates—high or low. I am merely recording facts and it is interesting to point out here that the Australian rate at the present moment is round about 140s. and from the River Plate 105s.

If we look at 1950 as a whole we find that in spite of the sharp rise in freights towards the end of that year, the average was well below that of 1948, while on the debit side operating costs have shown a steady and substantial increase since that date. It is heartening to see that there is some Governmental recognition of the view that the level of freights in any particular period cannot be considered in isolation. Thus, the President of the Board of Trade when recently questioned on the increased cost of Pacific Coast softwood through the rise in shipping freights, rightly pointed out that it is not possible to translate variations in freight rates into items of increased cost per standard over a limited period.

This is a valid appreciation of the position not only from the point of the merchant, but perhaps even more so from the point of view of the shipowner. For what concerns the shipowner in periods of favourable freights is that he should be able to set aside adequate sums for the ultimate replacement of his ships, a vital matter to which I have already invited your attention. I repeat that rates are more often low than high. Unfortunately, it is the occasional periods of favourable rates which attract public attention: not much sympathy is extended in the days when rates are depressed. The commodity Departments themselves have taken full advantage—as indeed they claim they are entitled to—of normal commercial practice when freights are low. World tonnage is not designed to meet peak demands. Recent high freights have come about simply because there are, at the moment, insufficient ships to meet the abnormal demands suddenly and simultaneously thrust upon the merchant fleets of the world.

The Provision of New Tonnage

Nevertheless, British shipowners fully appreciate the special impact on the United Kingdom of the present shortage of ships and we all have well in mind, as the Chamber stressed in its communication to owners in the middle of last month, the importance, in the national interest, of maintaining a steady flow not only of bulk imports to the United Kingdom, but of vital exports from it. I must emphasise that the provision of tonnage to meet the essential U.K. programmes is still a very urgent requirement and I feel confident that owners will fully recognise this position when making fixtures.

I have said that our shipping has in total tonnage recovered its prewar volume, but the composition has altered. The proportion represented by tankers is now appreciably greater and is steadily growing. This changed ratio between tanker and dry-cargo tonnage is also common to world tonnage. I, of course, exclude the U.S.A. reserve fleet, which consists almost entirely of dry-cargo ships. The world demand for oil and petrol has naturally encouraged the building of tankers for which employment for a long time seems in sight. Liner owners must keep their fleets up to strength if they are not to go out of business and for a time at least they must continue to build ships in the hope that a realistic policy in regard to taxation will yet come about. Tramp owners, on the other hand, have not had the encouragement of an enormous growth in demand, nor are they subject to the special requirement of the liner companies to maintain established services. With ship-building costs so high and delivery dates uncertain, it is hardly surprising, therefore, that there has been less building of tramp vessels.

Attention has already been called in the annual report to the cost of new construction. The prospect of fixed prices and fixed delivery dates had recently been encouraging, but the inflationary conditions which now seem to be upon us and the diversion of labour and

(Continued on page 228)

The Resolution

BRITISH SHIPPING AND TAXATION

ONLY one resolution was put before the annual meeting of the Chamber of Shipping. The resolution, which was proposed by Sir William C. Currie, read as follows:—

That this annual meeting of the Chamber of Shipping of the United Kingdom, conscious of the gravity of the international situation and of the calls so recently made on British shipping for the carriage of the sudden priority cargo requirements of the Government—

(1) reaffirms that it is the determined endeavour of British shipowners to maintain an efficient and adequate British Merchant Navy to meet all the calls which may be made on it in the national interest, but

(2) stresses again that if British shipowners are prevented by reason of the incidence of taxation from setting aside sums adequate to replace their ships, the industry must become steadily and inevitably less able to fulfil its vital role, either in peace or in war.

Sir William Currie referred first to the discriminatory practices of certain foreign Governments, who felt it necessary for their wellbeing and prestige to have merchant Navies of their own. Where this meant that the Governments granted subsidies or gave assistance not available to others, then the British shipowner was severely handicapped. It had been one of the axiomatic doctrines of the International Chamber of Commerce that discrimination in seaborne trade in all its forms was one of the evils which should be outlawed. Clauses were being included in trade agreements, the effect of which was to reserve proportions of the trade covered by the agreements to ships of the contracting parties.

Where Governments are large purchasers and/or sellers of commodities, there is a great temptation to direct that such purchases or sales should be carried in the ships of the buying or selling country. A licence may only be granted to an exporter if he ships in the ships of the country of export. Similarly, in the case of an importing country, an import licence may only be granted if the importer agrees to carry his goods in the ships of that country. This is an insidious practice and, if taken to its logical conclusion, means one way traffic, thus halving the work of ships and doubling the rates of freight.

Effect of Port Delays

Opinions might differ as to what was adequate; but in making any such estimate one must allow for the longer time voyages now take. For example, in the New Zealand trade, New Zealand's imports required about 80 sailings each year from this country; her exports some 150.

If the cargo were handled in New Zealand at the prewar rate a total of 3,100 ship-days would be saved each year. Even with today's slow turnround this represents 16 round voyages. The cost of this postwar decline, borne ultimately by the people of this country and by New Zealand, is the employment of nine extra modern vessels, at a first cost of over £10 million and with heavy operating costs, in the trade, which could be dispensed with if the prewar rate of discharge in particular was regained, and 16 more cargoes of foodstuffs per annum would be most acceptable to the people of this country.

British shipowners did not seek to be spooned by the Government; they were prepared to face all fair competition based on equal trading terms; but they were heavily penalised by foreign competition which was Government-sponsored; and they were powerless in face of labour conditions which extended time spent in port to such extravagant proportions.

Sir William, dealing with the incidence of taxation on the shipping industry, said:—

Government are co-partners with us to the extent of 50 per cent of the profits but, having taken their 50 per cent, they say "thank you very much"—and that's that. That 50 per cent is far too large a share—it is a partnership which is one-sided, for it pays no regard to the future of its partner. One wonders sometimes if the advocates of nationalisation ever think of the advantages which accrue to the Government from private enterprise—50 per cent

of profits and no liability, and those who produce this 50 per cent are themselves so mulcted in personal taxation that in another generation there will be very few private savings available.

The resolution was seconded by Mr. Hugh Hogarth, who pointed out that in two world wars, the privilege of sustaining the nation and of bringing it out of the darkness of siege into the light of victory had fallen in no small measure to merchant shipping.

Once again we are called upon to prepare ourselves. It is the solemn duty of shipowners to ensure that the nation's arteries, represented by its shipping, are capable, as in the past, of performing the vital function of providing the lifeblood of the country, should any aggressive attempt be made by means of war to strangle it. No less is it the solemn duty of Governments, by whatever name they may be called, whatever creed they may profess, to see to it that shipowners, by their own efforts and in the ways which generations of experience have led them to believe to be correct, are enabled to carry out their duties.

Urgency of the Replacement Problem

Twice during the last 50 years British shipping had faced the outbreak of a world war reasonably well equipped for the tasks which lay ahead of it, and twice it had emerged from the conflict decimated by losses and racked by the unnatural, though unavoidable, stresses and strains which had been placed upon it. Since the end of the war it had been restored numerically to its prewar standard—no mean achievement, which might tempt the casual observer whose scrutiny was merely superficial to conclude that all was well; nothing could be further from the truth.

Two-thirds of our deep-sea tramp tonnage consists of ships built in 1940-45 which can be credited with an expectation of life of little more than 10 or 12 years, while one-fifth is over 20 years old, with a consequent expectation of life which is hardly worth taking into account in a general computation of our shipping strength. Resources have been practically exhausted by replacement of war losses through rebuilding at astronomical prices and by the repair of ageing ships at a cost which is hardly credible, and in all probability economically unjustifiable. The immediate problem of the replacement of the fifth, the approaching problem of the replacement of the two-thirds, the ultimate problem of the replacement of the remainder, and the continual problem of the cumulative incidence of obsolescence still remain to be faced, and if they cannot be faced they will inevitably lead sooner or later to an era which will witness the tragic sight of the British Merchant Navy reduced in size and in efficiency to such a level as to be totally inadequate to the needs of the country in peace or in war.

No reaffirmation of determined endeavour could in itself solve these problems, since they were created not by trade cycles, which have been with us from time immemorial, but by a system of taxation the like of which no British shipowner of a previous generation had ever seen, a system which mulcted the industry of half the profits which were retained in the business, profits which were required for the replacement of obsolete units.

The resolution was supported by Mr. W. Comben Longstaff, who, in the absence through illness of Mr. W. Arnet Robinson, spoke from Mr. Robinson's notes. He emphasised the fact that coastwise shipping had its own problems, but one problem it shared in common with the rest of the shipping industry was the harmful effect of the present system of taxation on the replacement of obsolescent ships. He pointed out that half of the present coasting and home trade fleet was over 15 years old, and one-quarter of it was 25 years old or more. A large part of it was due for replacement very soon, and a larger part within the next ten years, yet the present cost of replacement was at least three times as great as the cost at which prewar tonnage was built, and it would be a bold prophet who envisaged any substantial decline in shipbuilding prices during the next decade.

The resolution was adopted unanimously.

COAL AND OIL

COAL EXPORTS AND BUNKERS

THE TRADE and Navigation Returns for January present a sorry picture. Not only did United Kingdom coal exports during that month fall to 598,963 tons, compared with 1,428,239 tons in January, 1949, the value falling from £5,296,558 to £2,201,532, but on the import side of the ledger is the figure of 219,750 tons, valued at £1,468,000, imported into the United Kingdom from abroad. The decline in the amount of coal shipped as bunkers in foreign-going vessels also continues, as shown in the following table:—

	Jan., 1949	Jan., 1950	Jan., 1951
British flag	322,647	292,524	232,574
Foreign flag	84,948	73,295	70,483
Total	407,595	365,819	303,057

In the first six weeks of the year 420,000 tons were shipped or consumed as bunkers, compared with 626,000 tons in the corresponding period of 1950. Of this total only 10,000 tons went to bunker-depots abroad, compared with 95,000 tons in the same period of last year. Oil fuel shipped for the use of foreign-going vessels, including trawlers, however, amounted to 52,452,000 gallons, compared with 34,974,000 gallons in January of last year and 33,468,000 gallons in January, 1949.

The Tanker Market

In their latest tanker market report, Lambert Brothers, Ltd., state that major charterers in London are indicating about M.O.T. plus 260 per cent for a transatlantic voyage and M.O.T. plus 240 per cent for Persian Gulf to U.K./Cont. This, not surprisingly, is not attracting tonnage when American charterers are quoting March/April positions from Sidon to U.S.N.H. at U.S.M.C. plus 170 per cent, with more than one Scandinavian vessel fixed on this basis. In addition, American charterers are open from Persian Gulf to U.K./Cont. for April loading. This demand for tankers from Sidon to U.S.N.H. has built up the amount of tonnage available in the West and drawn it off Middle Eastern areas; this will therefore be reflected in the rates paid for transatlantic voyages as opposed to Persian Gulf loading, and it can be expected that rates paid for early tonnage from the Persian Gulf will show some increase.

Shorter Notes

Mitchell Cotts & Co., Ltd., announce that the price of bunker coal at Colombo is increased to 130s. per ton f.o.b. and trimmed for Indian coal, less a rebate of 1s. 6d. per ton to owners who have signed a bunker agreement.

The February issue of *Naft Magazine*, house organ of the Anglo-Iranian Oil Co., Ltd., contains a special section devoted to the British Tanker Company's fleet, illustrated in colour. The tankers now in service amount to some 1,660,000 tons d.w. In addition, it has tankers under charter amounting to some 2,000,000 tons d.w.

Cory Brothers & Co., Ltd., have announced a number of alterations in bunker coal prices. South African coal at Aden is now 153s. 6d. per ton; at Port Said, 170s.; at Suez, 222s.; and at Alexandria, 170s., all prices being f.o.b. and less 2s. 6d. rebate where applicable. New prices at United States ports, advised by their principals, the Berwind White Coal Mining Company, are as follows: New York, \$11.40 f.a.s.; Philadelphia and Baltimore, \$10.70 f.o.b., pier; and Norfolk and Newport News, \$11.15 f.o.b., pier.

OFFICIAL NOTICES

New Companies

TRAFALGAR STEAMSHIP CO., LTD., 16a Bevis Marks, London, E.C.3.—Registered February 10. Nominal Capital: £1,000 in £1 shares. Directors: A. G. Tsavlis (permanent governing director and chairman) and R. Hunter, 16a Bevis Marks, London, E.C.3.

RESEARCH ORGANIZATION OF SHIPS' COMPOSITIONS MANUFACTURERS, LTD.—Registered January 19. The income and property of the association, whencesoever derived, shall be applied solely towards the promotion of its objects. Committee: C. R. Petrie, 43 Lowndes Square, London, S.W.1; H. E. Harrison, 99 Kingsgate, Bridlington; E. A. Dowler; G. H. A. Wells; four not named.

[Information from *Jordan's Daily Register of New Companies*]

Increases of Capital

WHITE'S MARINE ENGINEERING CO., LTD., Prince Consort Road, Highbury, on Tyne.—Increased by £50,000, in £1 ordinary shares, beyond the registered capital of £60,000.

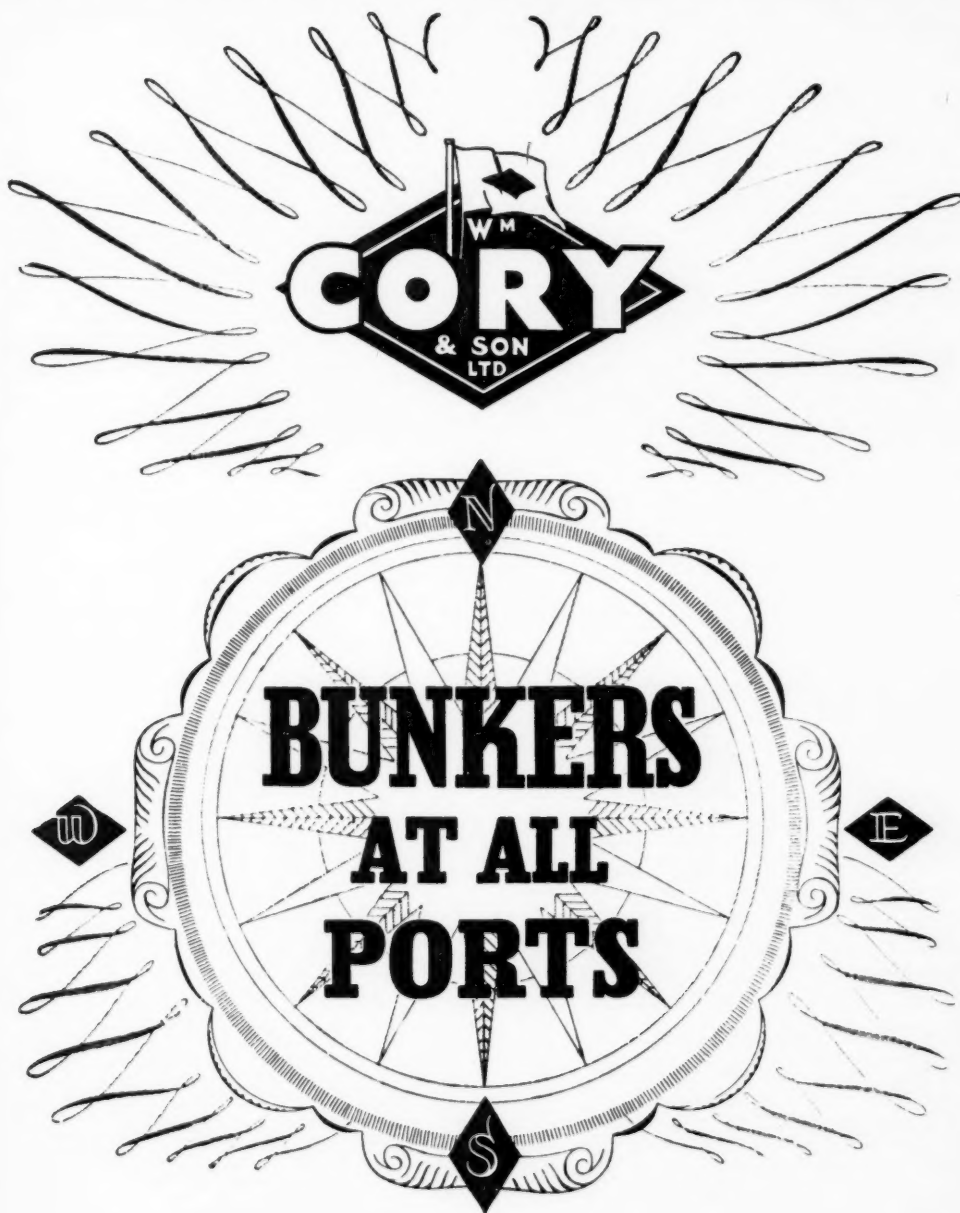
J. STONE & CO. (DEPTFORD), LTD., mechanical, electrical and general engineers, etc., Arklow Road, Deptford, London, S.E.14.—Increased by £1,399,900 in £1 ordinary shares, beyond the registered capital of £100.

J. STONE & CO. (CHARLTON), LTD., mechanical, electrical and general engineers, etc., Anchor & Hope Lane, Charlton, London, S.E.7.—Increased by £599,900, in £1 ordinary shares, beyond the registered capital of £100.



Finnart Oil Dock

The first tanker to arrive at the new oil dock at Finnart, on Loch Long, with a cargo of crude oil was the Norwegian motorship *Tank Empress*. The Finnart depot is connected with the expansion project of Scottish Oils, Ltd. (a subsidiary of Anglo-Iranian), as described in last week's issue. The picture shows the *Tank Empress* being brought alongside the oil dock for discharge. Completed in December last by Kockums Mek. Verkstad, Malmö, for Sigurd Herlofson & Co. A/S, of Oslo, the *Tank Empress* is on charter to the Anglo-Iranian Oil Co., Ltd. She is a vessel of 16,000 tons gross with a dead-weight of 24,380 tons.



CORY BUILDINGS · FENCHURCH STREET · LONDON · E.C.3

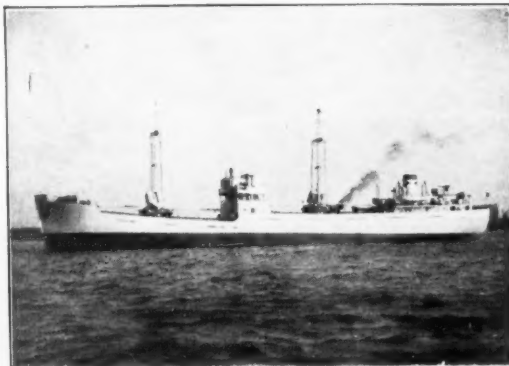
F. T. EVERARD & SONS LTD

6-8, FENCHURCH BUILDINGS, : : : LONDON, E.C.3.

LONDON OFFICE
PHONE: ROYAL 8181 (6 lines)

TELEGRAMS
EVERASHIP FEN, LONDON.

MOTOR AND
STEAM
SHIPOWNERS
—
TUG & LIGHTER
OWNERS



Motor Vessel "SUPREMITY."

GREENHITHE OFFICE
PHONE: GREENHITHE 123
(2 lines)

TELEGRAMS:
EVERASHIP, GREENHITHE.

TANK STEAMERS
AND
TANK BARGES
—
COASTING AND
RIVER SAILING
BARGES

A large fleet of Shallow Draft Motor Ships and Tank Ships suitable for working to small ports and up river destinations in coasting and short sea trade.

Transport costs saved by berthing direct alongside Factories and Works for discharge.

SHIP FORGINGS OF ALL DESCRIPTIONS



T. S. FORSTER & SONS LIMITED

FORGE MASTERS & ENGINEERS

COPPERAS BANK FORGE, PALLION,
SUNDERLAND

Telephone Nos.:
2876, 2877 & 2878

Telegrams:
"Foramen, Sunderland"



T.S.S. "HIMALAYA"

The special requirements of any section in a modern ship are ensured by one or other of our seven systems, each of which have been conceived and developed over 40 years of wide experience and incessant research.

No matter what service or Trade Route a ship may be engaged on Thermotank design and equipment will meet the most exacting conditions.

Over 50 million tons of British and Foreign Shipping have Thermotank Equipment installed.

Seven
Separate
Systems

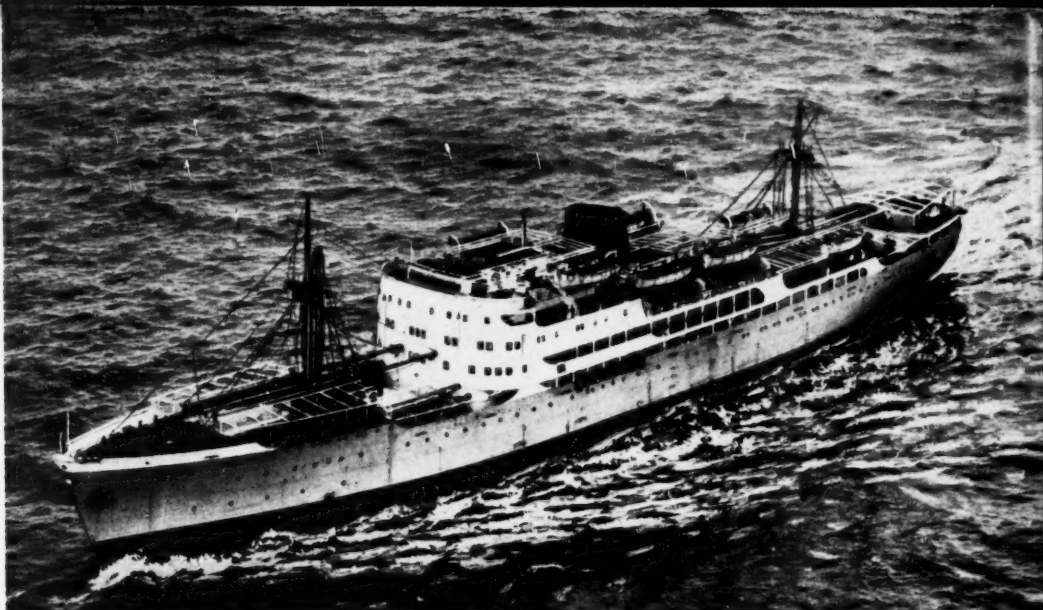


Tug "NIRUMAND"



Regd. Office:
Helen St.,
Glasgow S.W.1

Manufacturing Consultants for all types of Air Conditioning Plant.
WORKS: GLASGOW LONDON LIVERPOOL NEWCASTLE



THE PASSENGER LINER "INDIA"

COMPLETION OF THE FIRST OF TWO PASSENGER LINERS FOR PORTUGAL BY BARTRAMS

AMONG THE maritime nations which have given most attention to rebuilding and modernising their ocean-going fleets since the war, Portugal stands high, for the importance of maintaining communications on an efficient and economic basis between Lisbon and the colonies in East and West Africa, India and the Far East, is well realised. The orders for ships required under this far-sighted policy have largely been placed in Great Britain, and several have been built on the North East Coast of England. The latest vessel to be completed for Portugal is the twin-screw passenger and cargo motorship *India*, built by Bartram & Sons, Ltd., of Sunderland, for the Companhia Nacional de Navegação, one of the oldest shipping companies in Portugal, dating from 1881. Though many vessels have been built in the South Dock shipyard of Bartram & Sons, Ltd., since the firm began in 1837, the *India* is regarded as one of the most important, as the vessel will carry more passengers than any ship built on the Wear for almost 50 years. The *India*, with her sister ship the *Timor*, now completing at the Bartram shipyard, will carry passengers and freight to the Far East and will maintain an outward service from Portugal via the West and East Coasts of Africa and India, returning through the Suez Canal and the Mediterranean.

The *India* and *Timor* have been built under the special survey of Lloyd's Register of Shipping for the *100 A1 class with freeboard; also complying with the latest International Convention for the Safety of Life at Sea requirements, the Ministry of Transport requirements and the Simla Rules for unberthed passengers. The vessels are identical except for a slight variation of the public rooms and de-luxe suite decorations. Designed with a raked soft-nosed stern, cruiser stern with a double plate semi-balanced streamlined rudder, two masts and a single streamlined funnel, the sister ships are of the closed-shelterdeck type having two complete steel decks, all fore and aft, with a third deck in way of the forward holds. The erections consist of a large five-tier deckhouse, the front of which is well rounded and also raked aft, and an extended forecastle.

Welding has been extensively used throughout the construction, the only riveting being the frames to the shell and about 80 per cent of the shell seams, so that about 85 per cent of the construction is welded. An innovation, as far as British-built passenger ships are concerned, is

that troughed plates are used for the watertight bulkheads. The principal particulars of both ships are:—

Length overall	430 ft.
Length b.p.	404 ft.
Breadth moulded	58 ft. 9½ in.
Depth moulded to upper deck	37 ft.
Depth moulded to second deck	29 ft.
Draught	25 ft. 8 in.
Deadweight tonnage	about 6700 tons
Speed, service	14½ knots
B.h.p. service	5,000
R.p.m.	136
Number of passengers carried	—
First class	60
Third class	16
White emigrants, 284 or Pilgrims	48
Number of crew	93

Watertight subdivision has been effected by eight watertight bulkheads extending to the upper deck. Four cargo holds are arranged, two forward and two aft of the machinery space. No. 1 lower and Nos. 1 and 2 upper tweendecks are alternately for cargo, white emigrants or unberthed passengers. Immediately forward of the machinery space there is a deep tank extending to the second deck, divided into five tanks by four longitudinal bulkheads. Four refrigerated cargo spaces of about 6,750 cu. ft. total capacity are arranged in No. 2 lower tweendeck, together with a provision room and insulated store chambers. All these compartments are accessible from No. 2 trunked hatch. The refrigerating plant is by J. & E. Hall, Ltd. The forecastle, which extends over No. 1 hatch, provides space for galleys, washplaces, toilets and stores for use of the white emigrants or unberthed passengers.

Cargo is handled by steel derricks arranged as follows:—three 5-ton to No. 1 hold, one 25-ton, two 5-ton and two 3-ton to No. 2 hold, three 5-ton to No. 3 hold, and three 5-ton to No. 4 hold, operated by eight 3-ton and two 5-ton Stothert & Pitt electric winches. These makers also supplied the windlass and mooring capstan aft, which are also electrically driven. Steering gear, supplied by Donkin & Co., is of the electro-hydraulic four-ram type with telemotor and Sperry gyro pilot control.

Lifesaving appliances include eight steel lifeboats of Mechans manufacture, carried in Welin-MacLachlan gravity davits. Two of the lifeboats are motor propelled, the remainder being fitted with Flemings patent hand propelling gear. Smoke detecting apparatus by the Walter Kidde Co., Ltd., is fitted in all the holds and tweendecks, with the visible indicator placed in the wheelhouse. Fire extinguishing appliances consist of a sprinkler system by Mather & Platt, Ltd., and is fitted in all passenger and crew spaces,



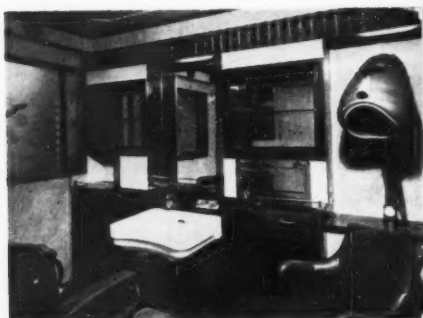
PASSENGER ACCOMMODATION IN THE T.S.M.V. "INDIA"

(Left) The lounge

(Right) The passenger entrance hall



(Below) The barber's shop



(Below, left) The bedroom of a de luxe suite

(Below, right) The dayroom of a de luxe suite



including the forward tweendecks, which also has CO. equipment similar to the holds when used as a cargo space. The *India* and *Timor* include in their outfit the latest aids to navigation, such as radar, gyro compass, echo sounding equipment, wireless telegraphy log, direction finder, etc.

The disposition, arrangement and appointment of the public rooms, passenger and crew accommodation, conform in all respects to the most enlightened modern standards, providing a pleasing combination of comfort and luxury. At the forward end of the deckhouse on the lowest of the five tiers is a spacious and pleasant first-class dining saloon with a seating capacity of 70. Immediately aft of this is a large entrance hall with main stairway and cabins for 16 first-class passengers. Aft of the engine casing there is accommodation for eight engineers, two electricians and engineers' mess, the chief engineer having a private suite consisting of dayroom, bedroom and toilet. At the extreme aft end of this house, cabins are arranged for 16 third-class passengers, together with their dining saloon and lounge.

On the promenade deck, the house contains a well-proportioned smoking room which has a verandah café at each side opening direct on to the outside deck. Single and double cabins are provided for 20 first-class passengers, each having a private toilet. The eight single-berth cabins are each fitted with an extra folding bed so that, if necessary, the passenger list may be increased from 68 to 76. Also included in this house is a large entrance hall with main stairway, hairdressing saloon, doctor's consulting room, purser's office, and cabins for purser, chief steward and doctor. The after end of the promenade deck has been kept clear of all obstructions, and the hatch covers to No. 8 hold are of the MacGregor type, sheathed with wood in order to give a flush surface to the deck, thereby making it suitable for deck games. A portable swimming pool 24 ft. by 14 ft. is also provided on the upper deck hatch aft. On the boat deck a smaller house provides accommodation for a further 12 first-class passengers, also two self-contained de-luxe suites, each for two passengers, all of which have private toilets. The forward end is devoted to a comfortable and elegant smoking room, aft of which is an entrance hall and stairway.

Officers' and Crew Accommodation

The officers' house above contains cabins for the captain, officers, radio operators and cadets, together with a mess-room for officers' use. The captain's accommodation consists of a handsome suite of rooms, comprising dayroom, bedroom and toilet. On the navigating bridge there is a wheelhouse, chartroom, radio office and gyro compass room. Here, too, is a smoking room for deck and engineer officers. Nos. 3 and 4 tweendeck spaces are devoted to the accommodation of assistant engineers, greasers, cooks, stewards, seamen, etc. Separate messrooms are arranged for petty officers, greasers, seamen and cooks, together with a commodious recreation room.

Provision is made in the upper and lower tweendecks forward for about 488 unberthed passengers or 284 white emigrants: these spaces are alternatively available for cargo. Hospital accommodation with dispensary, male and female wards, separate ward for isolation cases and room for ambulance men are furnished in a deckhouse at the after end of the upper deck. Ample lavatory accommodation is conveniently disposed throughout all passenger and crew spaces, with hot and cold water supplies.

In view of the service for which these vessels are intended, special consideration has been given to the ventilation and heating, which is mechanical throughout all the accommodation, including the forward tweendecks when used for unberthed passengers. The main galley, bakery and scullery, situated in the upper tweendeck immediately forward of the machinery space, are fitted with all the necessary equipment by Moorwoods, Ltd. Galleries for white emigrants or unberthed passengers are arranged in the forecastle, having steam rice boilers and galley ranges. A laundry, fitted with the latest type of electric washing machine, drier and ironing rollers by D. & J. Tullis, Ltd., is arranged at the after end of No. 4 tweendeck.

Decorations and furnishings of the above rooms in the *India* were carried out by Hampton & Sons, Ltd., and for the *Timor* by Trollope & Sons, Ltd.—the particulars given below are for the first ship. The lounge, seating 45 persons, has been designed to provide the maximum comfort. Its rich furnishings and excellent lighting are seen at their best against the white ash and ash burr veneered walls trimmed with walnut. Deep spring settees and easy chairs covered in dull red and gold tapestry have seat and back cushions of plain red to match; tub type easy chairs and armchairs are in a contrasting green and gold tapestry; and the low coffee and occasional tables, which have blisterproof plastic tops,

LIST OF SUB-CONTRACTORS FOR THE "INDIA"

HULL

Gyro compass	Sperry Gyroscope Co., Ltd.
Sprinkler system	Mather & Platt, Ltd.
Refrigerating plant	J. & E. Hall, Ltd.
Insulation	Cork Insulation & Asbestos Co., Ltd.
Smoke detecting	W. Kidde Co., Ltd.
Pressure installation	H. Fairclough (Hasting), Ltd.
Mechanical ventilation	Winsor Engineering Co., Ltd.
Propelling machinery	North Eastern Marine Engineering Co. (1938), Ltd.
Upholstery (public rooms)	Hampton & Sons, Ltd.
Upholstery (other rooms)	Robsons and Liverpool House
Pneumatic gauge outfit	A. Robinson & Co., Ltd.
Pipe lagging	Marcin & Storey, Ltd.
Canvas	Speedings, Ltd.
Deck covering under winches	Wales Dove Bitumastic Co., Ltd.
Echo sounding	Marine Instruments, Ltd.
Floor coverings	Semtex, Ltd.
Stern frame and propeller brackets	Colville Constructional Co., Ltd.
Rudder frame	Strommen Vaerksted
Rudder stock	Sunderland Forge & Engineering Co., Ltd.
Anchor	W. L. Byers, Ltd.
Steering gear	Donkin & Co., Ltd.
Chain cable	Samuel Taylor & Sons (Brierley Hill), Ltd.
Electric windlass	Stothert & Pitt, Ltd.
Electric winches	Stothert & Pitt, Ltd.
Electric capstans	Stothert & Pitt, Ltd.
Davits	Wells MacLachlan Davits, Ltd.
Lifeboats	Mechans, Ltd.
Derrick	Stewarts & Lloyds, Ltd.
Loudphones	Clifford & Snell, Ltd.
Laundry equipment	D. & J. Tullis, Ltd.
Galley equipment	Moorwoods, Ltd.
Windows	J. Stone & Co., Ltd.
Sidelights	J. & J. Woods, Ltd.
Sanitary ware	Associated Clay Industries, Ltd.
Hairdressing saloon	Henry Serventi, Ltd.
Steel blocks	Ansell Jones & Co., Ltd.
Compasses	Hoskins & Sewell, Ltd.
Hardware	Kelvin & Hughes, Ltd.
Radar	N. F. Ramsay & Co. and William McGeech & Co.
Watertight doors	Kelvin & Hughes (Marine), Ltd.
Fireproof doors	Donkin & Co., Ltd.; Moor Pipe & Engineering Co.
Accommodation ladder	Dreadnought Fireproof Door (1930), Ltd.
Steel hatch covers	Tyne Gangway Co., Ltd.
Ropes	MacGregor & Co.
Aspirinal alarm	Dawson & Usher, Ltd.
Telephones	Aspirinal Patent Governor Co.
Telegraphs	Clifford & Snell, Ltd.
Paints	A. Robinson & Co., Ltd.
Emergency generator	British Paints, Ltd.
Lifts	Crosley Bros., Ltd.
Switchboards	Austin Lifts, Ltd.
Ventilators	Adamson & Green
Electric fittings, etc.	John Robson, Ltd.
Wireless and broadcasting system	A. E. Dees, Ltd.
	British Electrical & Manufacturing Co.
	International Marine Radio Co., Ltd.

ENGINE ROOM

Main generators (4)	Mirrlees (British Engines)
Jacket water pumps (2)	Drysdale & Co.
Salt water pump	Drysdale & Co.
Salt water and ballast pump	Drysdale & Co.
Lubricating oil pumps (2)	Drysdale & Co.
General service and fire pump	Drysdale & Co.
Bilge and fire pump	Drysdale & Co.
Fuel transfer pumps (2)	Drysdale & Co.
Fuel valve cooling pumps (2)	Drysdale & Co.
Boiler feed pump	G. & J. Weir, Ltd.
Main air compressors (2)	Peter Brotherhood
Auxiliary air compressor	G. & J. Weir, Ltd.
Emergency bilge pump	Drysdale & Co.
U.W. coolers (2)	Serck Radiators, Ltd.
Lubricating oil coolers (2)	Serck Radiators, Ltd.
Lubricating oil discharge strainers (2)	Auto-Klean, Ltd.
Generator heat exchangers (4)	Serck Radiators, Ltd.
Generator air receivers (4)	Mirrlees (British Engines)
Ventilating fans (4)	Winsor Eng. Co.
Distiller	Hockings & Co.
Oil-burning installation	Walsend Slipway Co.
Gravitation feed filter	N.E.M.E. Co.
Oil fuel heater	Heare, Ltd.
Oil fuel priming pumps (2)	Doxford
Oil purifiers (3)	Sharples, Ltd.
Engine room crane	Marshall & Fleming
Drilling machine	P. & W. Maclellan
Grinding machine	P. & W. Maclellan
Lathe	Kerry
Auxiliary condenser	N.E.M.E. Co.
Oil water separator	Simplex Rudder & Turbulo Aux., Ltd.

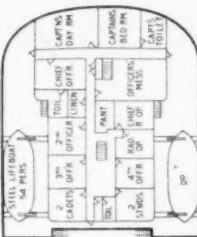
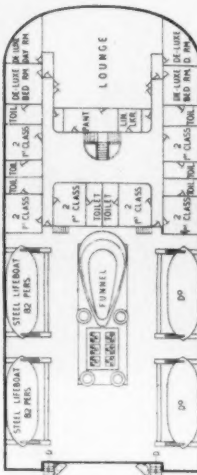
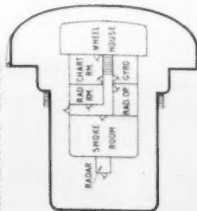
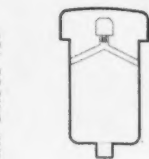
are in contemporary modern style, as also are old gold patterned curtains. The floor is parquet suitable for dancing, with large occasional fine quality Persian carpets to harmonise with the chair coverings.

Provision is made to accommodate 70 persons in the dining saloon, which is lined above the weathered sycamore dado in a pastel shade of blue washable hide. The smoking room is a spacious room, having the bar counter centrally disposed at the after end, with a modern treatment to panelling of straight grained oak and oak burr, and all solid work in walnut. Verandah cafés open out of the port and starboard sides of the smoking room, these attractive cafés being panelled in green "linette Formica" with solid work in walnut.

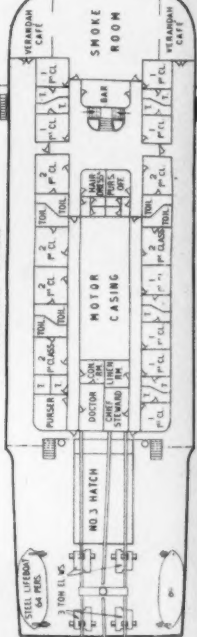
The two de-luxe suites are simple, yet modern in style,



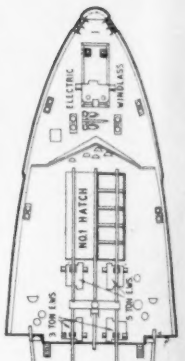
OFFICERS' DECK



PROMENADE DECK

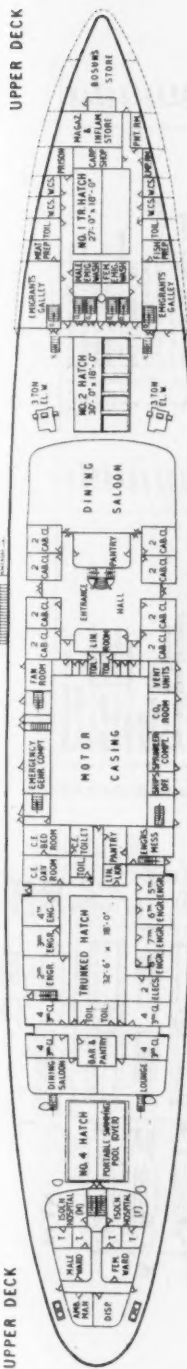


FORECASTLE DECK



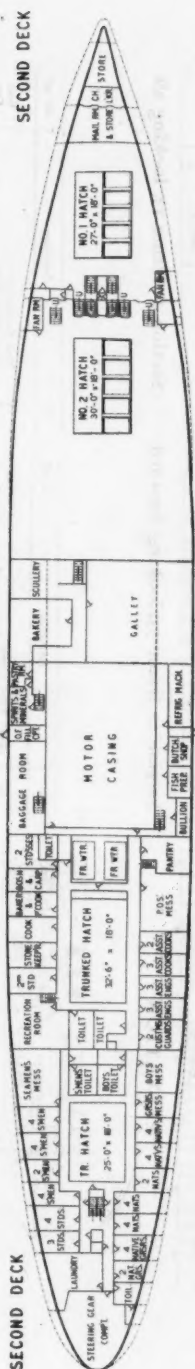
UPPER DECK

UPPER DECK



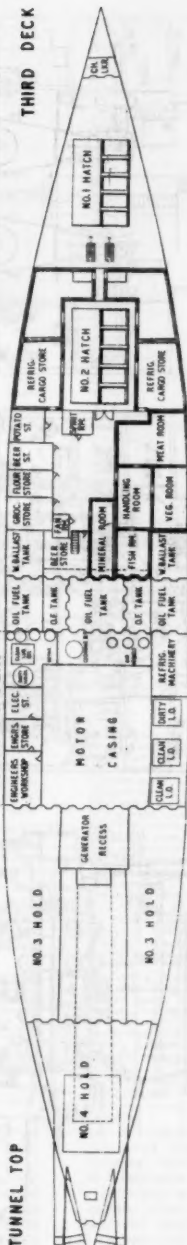
SECOND DECK

SECOND DECK



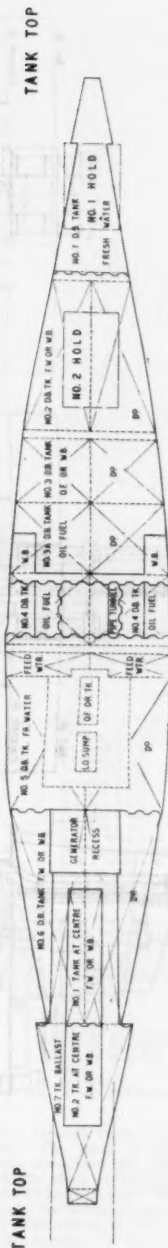
TUNNEL TOP

THIRD DECK



TANK TOP

TANK TOP



THE TWIN-SCREW PASSENGER AND CARGO MOTORSHIP "INDIA"
Built by Bartram & Sons, Ltd., Sunderland, for the Companhia Nacional de Navegacao, Portugal

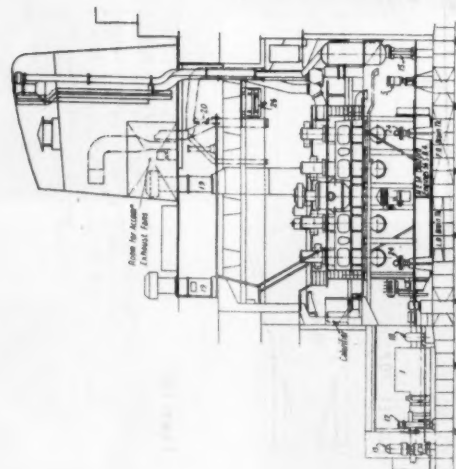
gold
for
pets
ning
to in
room
dis-
inel-
solid
and
cafés
work
tyle,

(1938).

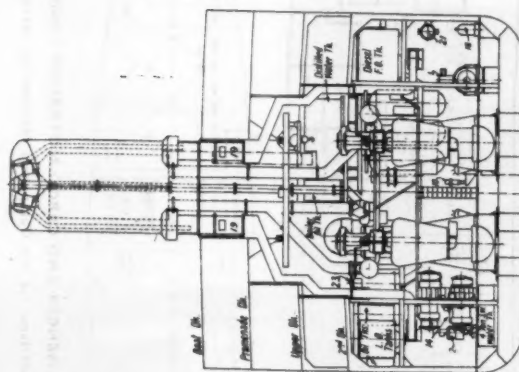
& Co.
ering



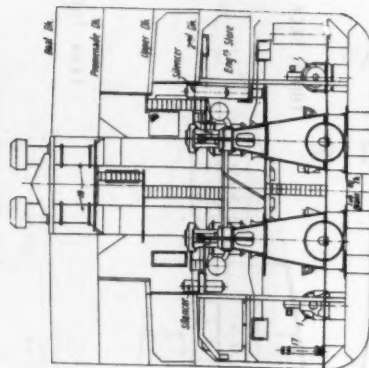
(R)



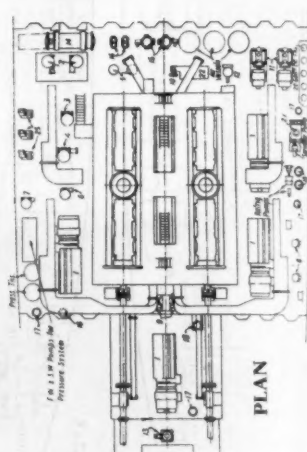
ELEVATION



Section at frame 73, looking forward



Section at frame 73, looking aft



PLAN

No.	Description	No.	Description	No.	Description
14	Jacket Water Cooler	1	Main Generator	1	Main Generator
15	Lubricating Oil Cooler	2	Jacket Water Pump	2	Jacket Water Pump
16	Lubricating Oil Discharge Strainer	3	Salt Water and Ballast Pump	3	Salt Water and Ballast Pump
17	Generator Heat Exchanger	4	Lubricating Oil Pump	4	Lubricating Oil Pump
18	Generator Air Receivers	5	Generator Fuel Pump	5	Generator Fuel Pump
19	Generator Air Receiver	6	Generator Fuel Pump	6	Generator Fuel Pump
20	Distiller	7	Bilge and Fire Pump	7	Bilge and Fire Pump
21	Auxiliary Condenser	8	Fuel Transfer Pump	8	Fuel Transfer Pump
22	Gravitation Feed Filter	9	Fuel Valve Cooling Pump	9	Fuel Valve Cooling Pump
23	Oil Separator	10	Fuel Valve Cooling Pump	10	Fuel Valve Cooling Pump
24	Oil Separator	11	Main Air Compressor	11	Main Air Compressor
25	Oil Purifiers	12	Auxiliary Air Compressor	12	Auxiliary Air Compressor
26	Engine-room Crane	13	Emergency Bilge Pump	13	Emergency Bilge Pump



Small boat hull



Small boat hull



Small boat hull



Small boat hull



Small boat hull



Small boat hull



Small boat hull



and are self-contained, each having a bedroom, sitting room, bathroom and entrance lobby.

The wall panelling of the entrances and stairways is carried out in figured birch, doors and architraves in Indian laurel, with skirting and handrail in walnut.

Composition and decorative floors to the extent of 3,584 sq. yd. were laid in the *Indie* by Semtex, Ltd. These coverings included natural latex anti-corrosive underlayment treatment in the laundries, butcher's shop, galleys, etc., superimposed with "Ferrolite" tiles in mingled colours and adhered with latex; also finished composition floors laid at $\frac{1}{2}$ in. to provide anti-corrosive covering and wearing surface. Decorative floors were laid in 6.7 mm. linoleum and 4.5 mm. decorative linoleum. Similar deck coverings are being fitted in the *Timor*.

Propelling Machinery

The total power for propulsion is spread over twin screws, each being of the three-bladed manganese bronze type and of 13 ft. 2 in. diameter and 12 ft. $\frac{1}{2}$ in. mean effective varying pitch. The general arrangement of the machinery is a simple one and thanks to the shortness of the two main engines a total of some 5,000 h.p. is arranged in a box-shaped engine compartment 55 ft. in length by the beam of the ship.

Each of the two main engines is a North Eastern Duxford type and the *Timor* and *India* are the two first passenger ships in which the Wallsend version of the basic Duxford design has been placed. Each engine is a 4-cylinder unit, with a diameter of 560 mm. and a combined piston stroke of 1,680 mm. The service rating is 5,000 b.h.p. at 136 r.p.m., the engines being direct connected and direct reversible. Scavenge air is supplied on each engine by a central crankshaft-operated pump.

Electricity is used throughout for auxiliary purposes, there being four 200 kW generator sets, generating D.C. at 220 volts. Each generator is driven by a Mirreles 4-cycle single-acting airless injection engine. Two of these generators are positioned in the starboard wing of the engine room and one in the port wing. A rather unusual arrangement has been adopted by placing the fourth generator between the two propeller shafts at the aftmost side of the engineroom bulkhead, thus giving a three engine arrangement within the engineroom proper and one outside.

In the starboard forward wing of the engineroom are two main starting air compressors with vertical starting air bottles aft of the engineroom bulkhead. The main pumps of the ship, coolers, etc., are arranged fore and aft on the port and starboard side of the engineroom. The remainder of the auxiliaries, pumps, etc., are as shown in the attached list and, of course, electricity is used throughout for their operation. A Cochran vertical multitube boiler is located on a flat at the forward end of the engineroom. This is of composite type and is arranged to take the exhaust gas from the port main engine and also can be oil-fired in port. The boiler is 5 ft. 6 in. diameter, 14 ft. 9 in. high and works at 125 lb. per sq. in. It has a total heating surface of 490 sq. ft., of which 390 is for exhaust gas firing and 100 for oil firing. It is noted that in common with good practice in passenger ships trading to the Far East today, the *India* and *Timor* are fitted with a fresh water distiller which is of high-pressure type and is capable of producing 2,000 gallons per day. The use of this auxiliary makes it unnecessary for the ship to carry many tons of fresh water.

Three starting air compressors are fitted for the main engines, two of vertical two-crank, three-stage type with a capacity of 150 cu. ft. per minute each; and one, a vertical single crank two-stage type with a capacity of 20 cu. ft. per minute. On a flat 20 ft. 6 in. in height above the baseline are stores, workshops, centrifuges, and ready use oil tanks.

A TOTAL of 7,506 vessels, aggregating 3,577,654 tons, entered the port of Bristol during the ten months ended January 31, compared with 7,576 vessels (3,372,353 tons) during the same period ending in 1950.

AN INCREASE of about 16 per cent occurred in seaborne traffic at Bordeaux during 1950 as compared with 1949. The total in 1950 was 3,423,023 metric tons, as against 2,928,243 tons the previous year. Imports accounted for 1,868,483 tons in 1950.

DURING 1950 there was an appreciable increase in the number of ships using the port of Marseilles. The number of vessels in 1950 totalled 12,495, of 25,500,000 tons gross, compared with 11,655, of 23,388,393 tons, in 1949. In 1950 the figures were 15,732 vessels, aggregating 32,000,364 tons gross. There has also been an increase in the goods handled at the port. In 1950, 11,314,417 metric tons were handled, while in 1949, 10,308,413 tons were handled. The passenger traffic last year was slightly below that of 1949.

NELSON STUD WELDING

Demonstration of Economies

A DEMONSTRATION was arranged in London last week by Crompton Parkinson, Ltd., to show the merits of the Nelson stud welding system. Stud welding is playing an increasing part in the shipbuilding industry and descriptions of Nelson method and equipment have already appeared in *THE SHIPPING WORLD*. A detailed account of the equipment and the savings which may be accrued by its adoption was given in the issue of February 9, 1949. The advantages of Crompton Parkinson's Nelson system are being accepted to an increasing extent in the shipbuilding industry as a means of making economies by eliminating the laborious drilling and tapping of holes to take studs. Some indication of the extent to which this system can be adopted was shown in the Port Line's *Port Brisbane* when she entered service. Stud welding on the Nelson system had been adopted extensively in the construction of the hull. The main items to which stud welding had been applied included the fixing of deck planking, components on the superstructure, racks and hangers for cables, sprinkler lines and other items.

As was shown in the demonstration, economies can be made, not only in time, but also through the design of



Welding studs for securing deck planking

the various components. As there is no necessity to have any additional thickness of metal on the faces in which the studs are normally secured, the weight of the component and amount of material can be reduced when using stud welding. One operation in shipbuilding for which Nelson stud welding is proving especially useful is for securing deck planking. The gradual acceptance of this system in preference to the usual and much slower method has led to a much more economical technique for laying being developed. With this procedure, the deck planking is handled only once and, as the nuts are tightened afterwards by an air drill or electric screw driver, the welds are tested automatically as a matter of routine and poor welds detected immediately. If necessary another stud can be welded through the hole without removing the decking. For general duties in shipbuilding, the Nelson stud welding system can weld a stud into position in about one-tenth of the time that is usually taken for drilling, tapping and inserting a normal stud.

A DONATION of £105 has been received by the British Sailors' Society from the London & Edinburgh Shipping Co., Ltd., as a grant towards the cost of modernising the Leith Sailors' Home, which amounted to nearly £40,000.

LIEUT. GENERAL SIR GERALD HICKSON, who, until recently, was general secretary of the King George's Fund for Sailors, has been elected honorary treasurer of the Mercantile Marine Service Association, and also of H.M.S. *Concey*.

A NEW public radiotelephone service for ships at Bahrain is being operated by Cable & Wireless, Ltd. The service is available between ships at sea and any Bahrain telephone subscriber between 3 a.m. and 7 p.m. (Greenwich time) daily.

NEW VESSEL FOR LLOYD TRIESTINO

The Launch of the "Africa"

LLOYD TRIESTINO is reorganising its passenger and freight services to East and South Africa. Before the war Lloyd Triestino operated an express service between Genoa and Capetown via Gibraltar with the liners *Giulio Cesare* and *Dulio*, subsidised by the Italian and the South African Governments. Now Lloyd Triestino has decided to re-establish this service via Suez with two liners, the first of which, the *Africa*, has been launched from the Monfalcone shipbuilding yard of Cantieri Riuniti dell'Adriatico; the second is under construction at the Ansaldo yard, La Spezia. These vessels have the following main characteristics:

Length overall, 519.6 ft.; length b.p., 475.1 ft.; breadth moulded, 68 ft.; height to promenade deck, 70.2 ft.; draught at full load, 24.3 ft.; gross tonnage 11,400 tons; service speed at full load, 19.5 knots.

These vessels are built under the supervision of Registro Navale Italiano, Lloyd's Register of Shipping and the American Bureau of Shipping. They have cruiser sterns and well-ruled stems. Both vessels are to be of the complete superstructure type with four uninterrupted decks and three partial decks over the main deck. They are divided into ten watertight compartments by nine steel bulkheads extending to B deck except forward where they reach A deck.

The propelling machinery consists of two main engines of the Fiat 7510 type with ten cylinders having a diameter of 750 mm. and a piston stroke of 1,320 mm., built by the Fabbrica Macchine San Andrea of Cantieri Riuniti dell'Adriatico. Each engine will develop 8,050 h.p. at 125 r.p.m., burning either boiler oil or diesel oil. The auxiliaries include four diesel generating sets of 400 kW at 220 volts, and an emergency diesel generating set of 80 kW, 220 volts.

The vessels have five holds for the carriage of general cargo, one of which is insulated, with a capacity of 5,400 tons. Cargo-handling facilities include ten derricks of 3 tons and two of 5 tons capacity. Lifesaving equipment includes eight Fleming type light alloy lifeboats accommodating 96 passengers each, and motor boats fitted with Benz diesel engines of 25 h.p. each. Lux-Rich fire extinguishing equipment is to be provided in the holds. The two vessels have accommodation for 123 first and 344 tourist class passengers. The first-class accommodation includes 20 single-berth cabins with private shower and W.C., 40 two-berth cabins with private bathroom and W.C., a dining room seating 164 passengers, a lounge, dancing hall, writing room, playroom, nursery, a verandah bar, open air swimming pool and entrance hall. The tourist-class accommodation includes ten double-berth cabins with private shower and W.C. for each pair of cabins, four double-berth cabins, 34 double-berth cabins with private W.C. for each pair and 24 four-berth cabins.

A.C. Contactor Starters for Capstans and Winches

A new range of A.C. contactor starters designed for the control of non-reversing, squirrel-cage or slip-ring induction motors driving capstans and winches has been introduced by Metropolitan-Vickers Electrical Co., Ltd., Trafford Park, Manchester 17. Designed for a power of up to 50 h.p. and up to 550 volts, these starters are all rated for 40 starts per hour. The starters for slip-ring motors are arranged for starting either against 60 per cent full-load torque or alternatively against 100 per cent full-load torque. In all cases the contactor starter is controlled by a separately mounted pedal-switch. The pedal plunger passes through a watertight gland and, when the switch is not in use, the pedal can be disengaged from the operating mechanism and dropped down flush with the capstan cover. In this position, the pedal can be locked, thus giving protection against use by unauthorised persons.

When the pedal is depressed, the line contactor closes, connecting the motor to the supply. If the motor is of the squirrel-cage type, it runs up to full speed. In the case of a slip-ring motor, closing the line-contactor connects the motor stator winding to the supply with all the rotor starting resistance in circuit. The motor starts at reduced speed and, after the requisite time delay, the normally-open pendulum interlock closes and short-circuits the first step of the rotor resistance. A second step of rotor resistance, if provided, is cut out in the same way after a further time delay and the motor runs up to full speed. When the over-current relay operates on an overload, the no-volt pilot contactor is tripped and the motor cannot be restarted until this contactor has been reset. This is accomplished by releasing the pedal-plunger, thereby bringing into operation the top contacts actuated by the pedal. The equipment is then ready to be started afresh.

ROUND THE SHIPYARDS

Work in Progress on Merseyside

By THE SHIPPING WORLD'S Own Correspondent

IN COMMON with other shipyards in Britain the Birkenhead firm of Cammell Laird & Co., Ltd., has benefited by the plethora of orders for tanker tonnage placed during the past few weeks. Three contracts have been placed with the Birkenhead company. For the Eagle Oil & Shipping Co., Ltd., they are to build a tanker of 18,000 tons deadweight, with the probability of another order to follow. The Burmah Oil Co. (Tankers), Ltd., have ordered a motor tanker of 8,400 tons d.w., to be propelled by a Sulzer diesel engine imported from Switzerland. As part of its big new construction programmes the British Tanker Co., Ltd., has ordered a tanker of 16,000 tons d.w. from the company.

Altogether Cammell Laird have on order or under construction 13 merchant ships—eight tankers, three cargo liners, one passenger and cargo liner and one passenger vessel. In addition the company is completing the aircraft carrier *Ark Royal* and carrying out a major reconversion job in the former aircraft carrier *Campania* for service as an exhibition ship during the Festival of Britain. So far as the shipbuilding industry is concerned Merseyside is thus in a comfortable position with prospects of full employment for another two/three years, even if no further orders mature.

Shiprepairing Dispute

Unfortunately the same cannot be said of the ship-repairing industry, where a ban on overtime has been operating since January 29. The dispute arose after the national wage award to shipyard workers when the Mersey District Committee of the Confederation of Shipbuilding and Engineering Unions failed to agree over the local interpretation of the award. Local union officials are demanding the full increase of 11s. a week on the current minimum rates for skilled workers and 8s. for unskilled workers, irrespective of a man's present earnings, even where they exceed the new uniform national levels. It is claimed that the employers, in applying the 11s. and 8s. increases, have taken bonus payments into consideration with the new uniform rates, and in so doing have broken the local payment-by-results agreement which was signed in 1947. The latest stage in the dispute was the decision to hold an informal conference in London early this week between representatives of the Shipbuilding Employers' Federation and of the National and Mersey District committees of the Confederation.

At one time it was feared that the imposition of the overtime ban might delay completion of liner survey and overhaul work. Happily this has not been so. The Cunard Line, for instance, has made good progress with a busy programme. The *Britannic* and *Media* finished overhaul in January, the *Parthia*, on which work began on January 13, sailed according to schedule on February 10, and the *Ascania*, in for overhaul from January 22, sailed again on February 18. The *Franconia* is now in hand, while the *Scythia* is due for overhaul from February 22 to March 14. Another arrival has been the *Georgic*, which the Cunard Company is again chartering from the Ministry of Transport to assist in the North Atlantic busy season and incidentally to carry emigrants to Canada under the assisted passage loan scheme recently announced by the Canadian Government. This 27,000-ton motor liner is now being overhauled prior to making her first voyage in North Atlantic service this year scheduled from Southampton on March 22.

An Admiralty refit job completed during the month has been that of H.M. destroyer *Musketeer* by Harland & Wolff, Ltd. This company is also completing work in the new aircraft carrier *Eagle*, now in the Gladstone graving dock. Last Friday the Third Sea Lord and Controller of the Navy, Vice-Admiral Sir Michael M. Denny, came to Merseyside to inspect the *Eagle* and later visited Cammell Laird's shipyard.

CHAMBER OF SHIPPING

Mr. C. E. Wurtzburg's Presidential Address

(Continued from page 220)

material to the rearmament programme make the outlook again very bleak. This serves to underline once more the gravity of the problem—how will it be possible to replace our ships when their economic life draws to its inevitable end? We do not wish to minimise the difficulties which confront our shipbuilding friends, but their future is inescapably linked with ours, and failure to find the means whereby we can rebuild our fleets will be just as serious for them as for us.

International Cooperation

I have referred to unfair competition, better described perhaps as flag discrimination. This is a problem in no way peculiar to this country and is one which, I think, can only be solved by international action. The tendency in these days is for many important commercial problems to be dealt with on an international level and we shall be well advised to play our part by attending international meetings which concern themselves with matters of interest to our industry. The problems of shipowners throughout the world inevitably have much in common, and the more shipowners of different countries get to know each other, the better they will understand any particular difficulties which individual countries may have to overcome. We all have a joint interest in encouraging international trade and reducing international barriers. Should war come, the shipowners of the North Atlantic Pact group of nations would certainly have to work together in close association. Full cooperation would be materially promoted by ties of personal friendship and mutual understanding.

Waste of Carrying Capacity

One wonders whether during this year we can at last hope for any general improvement in the turnaround of shipping in port. Unnecessary delays to ships in port from whatever cause have an adverse result on the economic operation of shipping which still seems imperfectly realised. But the fact is that the serious delays still experienced in some ports of the world are equivalent to the complete immobilisation of a substantial amount of the world's tonnage. For example, if you require nine ships to operate a service which experience shows that, with reasonable turnaround, could be equally operated by eight, that is equivalent to the loss of the carrying power and earning capacity of one whole ship. The world simply cannot afford to pay that tax on its trade and the cost of it has to be shared in the long run by every single person.

It may be supposed that during the current year the ports of this country will come under further review. As is well known, there has been a sharp divergence of view between the shipowners and the Transport Commission as to what changes should be made where some change seems desirable. I do not wish to dwell on this subject and will only say that however critical we may be of individual proposals, our criticism is always intended to be constructive. We have the strongest possible interest—no more so—to see that our ports achieve the highest efficiency. We have as an industry a vast store of practical experience covering all the ports of the world. That experience is available to the Transport Commission for the asking. We wish to cooperate with them and if, as we believe, their objective is precisely the same as ours, I myself see no reason why there should not be the fullest cooperation on both sides in this great task.

The Need for One Voice

The impact of Government policy is felt by every industry more and more and it is imperative that any industry should be able to state its case not only clearly and cogently but also with one voice. I suppose there can be few other industries of which the members, in spite at times of divergent interests, yet combine better

together to work as a team on all matters of major policy, sinking their individual preferences for the common good.

We have the Chamber of Shipping with the Liverpool Steam Ship Owners' Association, each functioning in their respective spheres and cooperating closely together as required, through the General Council of British Shipping—of which the Shipping Federation is a member in an advisory capacity—and on deep-sea liner matters through the British Liner Committee. From time to time, suggestions are made for a single organisation even more comprehensive. I am myself doubtful if any advantages would be gained by any such change. I think it probable that the loss might well outweigh the gain. I am, of course, aware that today blueprints and planning are considered to have some special merit, perhaps considerably above what some practicable people would be prepared to allow. While not going so far as one recent writer, who described modern planning as a term of derision, I fear there is a tendency sometimes for people to forget that plans can be good servants but make bad masters, and that the real test of any organisation must be not what it looks like on paper but whether in point of fact it works. If we apply the acid test to our organisations "Do they work," the answer surely is "They certainly do."

Royal Recognition

Perhaps some of the observations I have made may have suggested that the horizon looks rather grey. There is, however, one matter on which we can all rejoice—I refer to the King's forthcoming visit to Australia and New Zealand and the fact that His Majesty has selected a British liner in which to make the voyage. This is an occasion for pride. It is indeed a very great compliment to our good friends, Shaw Savill & Albion, but I am sure they would be the first to agree that it is at the same time a very great compliment to the whole British Mercantile Marine. If I may be permitted to say so, His Majesty has by this gracious choice given Royal recognition of the memorable part which the Merchant Navy has played throughout the centuries in building up our great Commonwealth and Empire and in forging those invisible links which bind us all together as brothers in one great community. And from whom could such testimony be more welcome than from him whom we loyally salute as the Master of the Merchant Navy and Fishing Fleets?

I began this address by calling attention to the dangers which confront us. Let me conclude by affirming that, come what may, we shall go forward, as always, undismayed, determined to play our part, seeing to it that our ships are as good as our historic skill and experience can make them, and that by our united efforts the British Mercantile Marine will maintain, in peace and in war, that proud tradition of service upon which our country has for so long unhesitatingly relied. Let no man suppose that that trust will ever be betrayed.

London District Chartered Shipbrokers

The report of the London & District Association of Chartered Shipbrokers, which will be presented to the annual meeting today, states that the remarkable change in the freight markets which occurred during the year has been largely brought about by a combination of unhealthy factors—the worsening of the international political situation with attendant rearmament programmes, the eagerness to build up stocks of essential materials, famine in India, and the serious European coal stock position. Unfortunately the activity in the deep-sea trades has not been shared by the coasting and near trade sections, and brokers in these markets are having a comparatively quiet time. There has been an increasing demand for oil tankers, with British and American charterers vying with each other, resulting in freight rates having increased to an extraordinary level. Membership consists of 547 Fellows and 553 Associates—a total of 1,100 compared with 1,079 a year ago.

MERCHANT SHIPS LAUNCHED IN 1950

LLOYD'S REGISTER ANNUAL SUMMARY OF WORLD SHIPBUILDING

DURING 1950 there were launched in Great Britain and Northern Ireland 275 merchant ships of 1,324,570 tons gross (124 steamers of 527,738 tons and 151 motorships of 796,832 tons). There were also launched 62 non-ironclad craft of 14,197 tons. The output for 1950 is 57,103 tons more than that for 1949, and represents 37.9 per cent of world output, compared with 40.5 per cent in 1949. An increase in the average size of ships launched, from 3,960 tons in 1949 to 4,820 tons in 1950, is a reflection of the greater number and increased size of oil tankers launched.

Of the tonnage launched in Great Britain and Northern Ireland during the year, 85 ships of 440,651 tons (33.3 per cent) are for registration abroad, compared with 522,102 tons (41.2 per cent) in 1949.

Ships launched in 1950 are to be registered, among others, in:—

Norway	139,212	Liberia	24,729
Argentina	69,726	Panama	23,973
Holland	58,903	France	20,911
Other British Common-wealth countries	46,442	Sweden	19,599
		Portugal	17,580
		Denmark	9,623

Excluding ships of less than 1,000 tons, 58 ships of 614,003 tons (nine steamers of 122,973 tons and 49 motorships of 491,030 tons) were launched in Great Britain for the carriage of oil in bulk. These include one whaling factory ship and the nine tankers exceeding 15,000 tons each, and 17 of between 10,000 and 15,000 tons. A considerable proportion (40 per cent) of this tonnage is to be registered in countries abroad. Including those of less than 1,000 tons each, the total tanker tonnage represents 46.6 per cent of the output for the year, compared with 34.3 per cent in 1949 and 25 per cent in 1948. The highest percentage recorded was 48.5 in 1931, but this represented the comparatively low tonnage figure of 212,222 tons.

There were launched abroad during the year 738 ships of 2,168,306 tons (186 steamers of 846,840 tons and 552 motorships of 1,321,457 tons). These figures do not include China, Poland and Russia, for which no returns are available. In the leading countries abroad the tonnage launched in 1950 as compared with 1949 was as follows:—

U.S.A.	437,031 (+196,275)	France	180,846 (+25,987)
Japan	347,945 (+199,971)	Germany	154,506 (+ —)
Sweden	347,892 (+24,793)	Denmark	125,620 (+39,256)
Holland	228,118 (+58,823)	Italy	107,464 (+8,314)

Of the tonnage launched abroad during the year, 887,215 tons (40.9 per cent) were for registration elsewhere than in the country of build, mainly for Norway (307,747 tons, of which 239,454 tons are tankers); Panama (184,703 tons, all tankers); and Liberia (102,728 tons, of which 95,947 tons are tankers). The countries abroad in which the largest amounts of such tonnage were built, shown also as a percentage of total output in those countries, are: U.S.A. 275,852 tons (63.1 per cent, of which 275,514 tons are tankers); Sweden 259,154 tons (74.5 per cent, of which 209,024 tons are tankers); and Holland 180,171 tons (57.1 per cent, of which 76,365 tons are tankers). Excluding ships of less than 1,000 tons, 91 ships of 965,244 tons (30 steamers of 459,117 tons and 61 motorships of 515,127 tons) were built for the carriage of oil in bulk, including 351,071 tons launched in the United States and 219,124 tons in Sweden.

Summary of World Output

Total Launched.—Table 1 shows that the total launched during 1950 was 3,492,876 tons. An increase of 361,071 tons as compared with 1949 is partly due to the inclusion of figures for Germany (154,506 tons) for the first time since the war. Motorships comprise 61 per cent of world output, compared with 56 per cent in 1949. Steamers include 43 ships, of 83,497 tons, to be driven by a combination of reciprocating and turbine engines. Geared turbines are to be fitted in 98 ships of 1,072,212 tons. Electric drive will be employed in six motorships of 6,748 tons, and one turbine steamer of 10,802 tons. Steamers fitted for burning oil fuel total about 1,275,000 tons.

Of the steamers and motorships launched in the world during 1950, 431, of 2,132,738 tons (61.06 per cent), were being built under the survey of the Society with a view to classification in Lloyd's Register Book. Of this total, 245 ships, of 1,276,780 tons (96.30 per cent of the tonnage launched there), were built in Great Britain and Northern Ireland; while, of the tonnage launched abroad, 186 ships, of 855,958 tons (39.48 per cent), were built under the inspection of Lloyd's Register.

TABLE 1.—MERCHANT SHIPS LAUNCHED IN 1950
(Excluding ships of less than 100 tons gross)

Country of Build	Steamers		Motorships		Total		Percentage of World Tonnage
	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross	
Gt. Britain and N. Ireland*	124	527,738	151	796,832	275	1,324,570	37.92
Australia	2	13,392	2	2,884			
Canada	3	7,258	15	8,578			
Great Lakes	2	24,000	1	412	32	74,513	2.13
Other Commonwealth	3	11,008	4	6,981			
Belgium	2	22,858	9	43,459	11	66,317	1.90
Denmark	2	5,096	25	120,394	27	125,490	3.59
Finland	11	10,161	—	—	11	10,161	0.29
France	7	28,000	45	152,846	52	180,846	5.18
Germany†	63	73,282	110	81,224	173	154,506	4.43
Holland	6	23,858	114	204,260	120	228,118	6.53
Italy	—	—	17	107,464	17	107,464	3.08
Norway	27	159,669	70	188,276	97	347,945	9.96
Poland	16	24,415	41	28,987	57	53,402	1.53
Portugal	—	—	1	7,416	1	7,416	0.21
Spain	—	6,234	18	20,971	25	27,205	0.78
Sweden	7	7,322	56	340,570	63	347,892	9.96
U.S.A.							
Atlantic Coast	28	430,296	13	4,017			
Gulf Ports	—	—	5	865	52	437,031	12.51
Pacific Coast	—	—	1	286			
Great Lakes	—	—	5	1,567			
Yugoslavia	—	—	—	—			
World Total	310	1,374,607	703	2,115,269	1,013	3,492,876	100.00

* In Great Britain & Northern Ireland there were launched 62 non-propelled craft, of 14,197 tons gross, which are not included in the above figures. Non-propelled craft under construction abroad are not included.

† Returns not available.
‡ Returns may not be complete.

TABLE II.—OIL TANKERS OF 1,000 TONS AND UPWARDS

Country of build	Steam		Motor		Total	
	No.	Tons Gross	No.	Tons Gross	No.	Tons Gross
Gt. Britain & N. Ireland	9	122,973	49	491,030	58	614,003
Canada	2	24,000	1	2,153	3	26,153
Belgium	2	22,858	1	11,088	3	33,946
Denmark	—	—	5	50,006	5	50,006
France	—	—	4	55,497	4	55,497
Germany†	—	—	1	9,854	1	9,854
Holland	—	—	9	87,967	9	87,967
Japan	5	52,188	14	63,570	19	115,758
Portugal	—	—	1	7,416	1	7,416
Spain	—	—	1	8,452	1	8,452
Sweden	—	—	24	219,124	24	219,124
U.S.A.	21	351,071	—	—	21	351,071
Totals	39	573,090	110	1,006,157	149	1,579,247

† Returns may not be complete.

DURING 1950 Post Office coast stations handled 753,027 radiotelegrams to and from ships at sea, containing more than 11,850,000 words.

A CALL at Genoa is to be included in the India, Boston, New York, Philadelphia, Baltimore and Norfolk service of the Scindia Steam Navigation Co., Ltd., of Bombay. The Italian agency of the company has been taken over by Henry Coe & Clerici Shipping Agency at Genoa.

THE motor coaster *Legbourne*, owned by Coastal Carriers, Ltd., and at present undergoing refit at South Shields by Brigham & Cowan, Ltd., has been sold to the Masse-Stanton Shipping Co. of Australia. The *Legbourne*, of 518 tons gross, is due to leave the Tyne for Australia about the end of February.

FROM the first week in March, two of BOAC's Argonaut services to the Middle East will include calls at Zurich in addition to their other points of call. They are the Bahrain (Persian Gulf) service and the Saturday service from London Airport to Cairo. This will be the first time that BOAC have operated through Switzerland.

TRAVEL facilities announced by shipping, rail and air organisations of interest to overseas buyers visiting the 1951 British Industries Fair, to be held in London and Birmingham from April 30 to May 11, include reduced fares on certain Scandinavian sea routes and reduced off-season rates for trans-Atlantic travelling by BOAC.

COAL and coke shipments from the Tyne in January, at 726,781 tons, were 133,761 tons (15.5 per cent) less than in 1950, and 347 tons (32.4 per cent) below the 1938 figures. January's figures included 90,472 tons sent overseas, compared with 264,615 tons last year and 574,204 tons in 1938. General merchandise imported into the Tyne for the whole of 1950 totalled 2,262,352 tons against 2,352,810 tons in 1949 and 2,223,665 tons in 1938.

NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shippers	No. of Ships	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
			Gross	Deadweight						
Bolton S.S. Co.	1	Cargo	—	10,000	—	11.5	Tr.-exp. steam, Bauer-Wach turb. Doxford diesel	—	N.E. Marine	Wm. Pickersgill
Joint company of Anglo-Iranian Oil Co., Common Bros. and Matheson & Co.	5	Tankers	—	16,000 (each)	—	—	—	—	Shipbuilders	Scotts' S.B. & E. Co. (2 vessels); Fairfield S.B. & E. (1); Swan, Hunter & Wigham Richardson, Wallsend (1); Wm. Doxford (1) Blythwood S.B.
Joint company (as above)	2	Tankers	—	16,000 (each)	—	—	Doxford diesel	—	D. Rowan	R. & W. Hawthorn, Leslie
Joint company (as above)	1	Tanker	—	16,000	—	13.75	Doxford diesel	—	Shipbuilders	Sir James Laing and J. L. Thompson
Joint company (as above)	2	Tankers	—	16,000 (each)	—	—	Doxford diesel	—	Hawthorn, Leslie and Wm. Doxford (1 each)	Fairfield S.B. & E.
Foreign owners	4	Cargo	—	12,500	440 - 61.5 x 40.75	—	Sin.-scr., dble.-red. geared turbine	—	Shipbuilders	J. L. Thompson
South American Saint Line, Cardiff	1	Cargo liner	—	9,640	—	14	Sin.-scr., 5-cyl. diesel	—	Wm. Doxford	Furness S.B.
London & Overseas Freighters	1	Cargo	—	10,000	—	—	Doxford diesel	—	—	—
Anglo-Saxon	1	Tanker	—	18,000	—	14.25	Sin.-scr. turbo-electric	7,500	British Thomson-Houston	Swan, Hunter & Wigham Richardson, Wallsend
H. Hogarth & Sons	2	Cargo	—	7,500 (each)	—	—	Tr.-exp. steam	—	J. G. Kincaid	Caledon S.B.
British & Irish S.P. Co.	1	Cargo and cattle coaster	1,900	—	—	14	Tw.-scr. Sulzer diesel	—	George Clark (1938)	Ardrossan Dockyard
—	3	Cargo	—	10,000 (each)	—	—	Diesel	—	—	Furness S.B.
Commonwealth and Foreign Yards										
Alfred I Thomsen, Arendal	1	Cargo	—	3,600	—	—	Steam	—	—	Nylands Verktsted, Oslo
A/S Hakedal, Oslo	1	Cargo	—	4,100	—	—	Steam	—	—	Moss Vaerft og Dokk
Chr. Haaland, Oslo	1	Cargo	—	6,600	—	—	Diesel	—	—	Naval Dockyard, Horten
Interessentskapet Freezer, Oslo	1	Refrig. cargo	—	1,800	—	—	Diesel	—	—	Drammen Slip & Verktsted
Bendt Rasmussen, Kristiansand	1	Tanker*	—	2,000	—	—	Diesel	—	—	Glommens M.V.
Daido Kaiun K.K., Kobe	1	Cargo	—	10,000	—	—	Diesel	4,700	—	East Japan Heavy Industries, Yokohama
Nippon Yusen Kaisha, Tokyo	1	Cargo	—	10,000	—	—	Diesel	8,000	—	East Japan Heavy Industries, Yokohama
Awanokuni Kyodo Kisen K.K., Tokushima	1	Cargo	—	7,300	—	—	Steam turbine	2,600	—	West Japan Heavy Industries, Hiroshima
Osaka Shosha K.K., Osaka	2	Cargo	—	9,500 (each)	—	—	Diesel	7,000	—	Central Japan Heavy Industries, Kobe
Navebras Soc. Anon., Rio de Janeiro	1	Tanker	—	1,500	—	—	Tw.-scr. diesel	920	—	Uruga Dock Co., Tokyo
Aug. Bolten, Hamburg	1	Cargo	2,000	3,800	360.9 (long)	12	Lentz steam	2,000	—	Lubecker Masch.-Gesellschaft
Dampfs-Gesellschaft Neptun, Bremen	1	Cargo	2,700	5,000	—	—	M.A.N. diesel	3,000	—	A. G. Weser, Seebeck, Bremerhaven
Union Trading Co., Hamburg	1	Cargo	500	900	196.9 b.p. x 32.8 - 12.1	12	M.A.N. diesel	800	—	Rickmers Werft, Bremerhaven
Cia. Internazionale di Genova, Genoa	2	Tankers	—	16,500 (each)	—	—	Diesel	—	—	Deutsche Werft, Hamburg
A/S Mosvold Shipping Co., Farsund	1	Tanker	—	16,500	—	—	Diesel	—	—	Deutsche Werft, Hamburg
E. B. Aaby's Rederi A/S, Oslo	1	Tanker	—	18,000	—	—	Diesel	—	—	Deutsche Werft, Hamburg
East Asiatic Co., Copenhagen	1	Cargo liner	—	10,000	445 b.p. x 61 x 27.16	15	7-cyl., 2-str. B. & W. diesel	8,050	—	Nakskov Skibs.
Ove Skou, Copenhagen	1	Cargo liner	3,780	6,850	—	15	Diesel	—	—	Elsinore S.B.
D/S S. Torm, Copenhagen	1	Tanker	—	16,250	—	14.5	7-cyl., 2-str. diesel	6,300	—	Uddevalavarvet
Swedish owners	1	Tanker	—	16,250	—	14.5	7-cyl., 2-str. diesel	6,300	—	Uddevalavarvet
Heinrich Schmidt G.m.b.H., Flensburg	1	Cargo	2,700	4,800	—	—	Steam	—	—	Flensburger Schiffsbau-Gesellschaft
Argo Reederei Richard Adler & Co., Bremen	1	Cargo	1,600	3,000	285.1 b.p. x 43 x 17.9	—	Diesel	—	—	A. G. Weser, Bremerhaven
W. Schuchmann, Bremerhaven	1	Cargo	1,300	2,200	257.6 b.p. x 41.3 x 16.3	—	Diesel	—	—	A. G. Weser, Bremerhaven
Hansa Hochseefischerei A.G., Bremerhaven	1	Trawler	575	—	—	—	Steam	—	—	A. G. Weser, Bremerhaven
Atlantic Rederei F. & W. Joch, Hamburg	1	Tanker	1,200	1,800	246.1 b.p. x 39.4 x 13.8	12	10-cyl., 2-str. diesel	1,500	—	Nordenwerft, Hamburg
Oluf Svendsen, Copenhagen	2	Coasters	500 (each)	—	207.9 x 30.5 x 18.5	12	Crosley diesel	1,000 (each)	—	N.V. Scheeps- "Gideon" v/h. J. Koster Hzn., Groningen
A. Hoff, Rotterdam	1	Coaster	—	620	—	—	M.A.N. diesel	395	—	Gebr. Bodewes Scheeps- "Volharding," Vohol
E. Smid, Groningen	1	Coaster	—	600	—	—	M.A.N. diesel	400	—	N.V. Noord-Nederlandsche Scheeps-Gebr. Sander Scheeps- "Delfzijl," Howaldtswerke A.G., Hamburg
F. Middendorp, Niel	1	Coaster	—	400	—	—	Diesel	—	—	Werft Nobiskrug, Rendsburg
Reederei Bernhard Blumenfeld Pleuger & Co., Hamburg	1	Cargo	2,300	—	—	—	Diesel	—	—	—
—	1	Cargo	1,250	1,750	—	—	Diesel	1,600	—	—

* This contract was originally placed by L. Gill Johannesen for a cargo motor ship of 1,800 tons d.w., but has since been taken over by Bendt Rasmussen and changed to a tanker of 2,000 tons d.w.

LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Jan. 10	Tees Conservancy Commission	T.C.C. Dredger No. 1 (1120)	Suction hopper dredger	1,275	—	—	—	Tw.-scr.	—	—	Lobnitz & Co.
Feb. 8	Indian Govt.	Rana Partap (372)	Sea-going dredger	238	—	90 o.a. x 30 x 15	—	Tw.-scr. steam	—	—	Chas. Hill
Feb. 9	Shell Co. of Singapore	Landok (1220)	Coastal tug	325	—	—	—	Diesel	—	—	Philip & Son
Feb. 20	H. E. Hansen- Tangen, Kristiansand	Katarina	Tanker	—	13,500	—	—	Diesel	—	—	Wm. Hamilton
Feb. 21	Railway Executive (Southern Reg.)	Shanklin	Passenger	965	—	200 o.a. x 46 x 7 (dft.)	14.5	Tw.Scr. 8-cyl. 1,900 Sulzer diesels	—	Shipbuilders	Wm. Denny
Feb. 21	Thos. & Jas. Harrison	Wanderer	Cargo	8,120	10,000	460 o.a. x 59.5 x 37.66	12.5	Sin.-scr. 4-cyl. diesel	—	Shipbuilders	Wm. Doxford
Feb. 22	Skibs A/S Akhos, Flekkefjord	Bernhard Hansen (1239)	Tanker	8,500	12,500	470 b.p. x 62.5 x 35.5	13.5	Sin.-scr. 6-cyl. geared Polar diesels	4,380	Shipbuilders	Wm. Gray
Feb. 22	British Tanker Co.	British Warrior (669)	Tanker	6,300	8,400	423 o.a. x 56 x 30.08	11	Sin.-scr. 3-cyl. diesel	—	Wm. Duxford	J. L. Thompson
Feb. 22	West African Fisheries Research Institute	—	Fishery research vessel	—	—	117 o.a. x 25	12.5	Sin.-scr. diesel	350	—	Hall, Russell

TRIAL TRIPS

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Feb. —	Th. Brovig, Farsand	Dea Brovig (483)	Tanker	9,500	16,100	499 x 68 x 38.5	—	Doxford diesel	—	D. Rowan	Wm. Hamilton
Feb. —	Scindia S.N. Co.	Jalandra (1036)	Gen. and refrig. cargo	6,700	9,150	443 x 60 x 29	—	Sin.-scr. sin.-red. geared turbine	—	Parsons Marine	Lithgows
Feb. —	British India S.N. Co.	Mtwara	Pass. and cargo liner (393)	2,550	1,800	280 b.p. x 46 x 19.5	14	Tw.-scr. 5-cyl. 2-str. Polar diesel	4,000	J. G. Kincaid	Henry Robb
Feb. —	China Nav. Co.	Fengning (1245)	Cargo	3,300	3,200	331.5 o.a. x 47 x 27.5	12	Sin.-scr. tr.-exp. steam	—	Shipbuilders	Wm. Gray
Feb. —	W. H. J. Alexander, Ltd.	Sun XVIII (1217)	Sea and harbour tug	136	—	82.5 b.p. x 21.5 x 10.5	10	Sin.-scr. diesel	500	Ruston & Hornsby	Philip & Son
Feb. 5 & 6	John I. Jacobs & Co.	Hollywood (789)	Tanker	11,500	17,720	490 b.p. x 69.5 x 40.5	12	Sin.-scr. 4-cyl. Doxford diesel	—	N.E. Marine	Sir James Laing
Feb. 14	British Tanker Co.	British Sportsman (1791)	Tanker	11,231	16,115	547 o.a. x 69.5 x 37.5	13.75	Sin.-scr. 6-cyl. 2-str. Doxford diesel	6,400	Walsend Slipway & Eng. Co.	Swan, Hunter & Wigham Richardson
Commonwealth and Foreign Yards											
—	J. Westers, Groningen	Bonaire	Coaster	400	600	154.2 x 26.9 x 9.8	—	6-cyl. 4-str. diesel	300	"De Industrie," Alphen a/d Rijn	"De Voort," Zuigang, Foxhol
—	Cie. des Bat. à Vapeur du Nord	Brestois	Cargo	2,605	3,360	371.9 x 54.1 x 29.2	—	Tw.-scr. M.A.N. diesels	—	S.E.P.E.C., Paris	Atel et Ch. de la Loire, Nantes
—	N.V. Spliethoff's Bevrachtungs- kantoor	Brouwersgracht	Coaster	500	860	175 x 29.2 x 10.8	11	8-cyl. 4-str. diesel	500	Werkspoor N.V., Amsterdam	Bodewes Scheeps, Martensthoek
—	N.V. Stoomschip "Hannah," Rotterdam	Hoflaan	Coaster	499	804	169.3 b.p. x 28.5 x 12.7	11	8-cyl. 4-str. diesel	500	Masch. Augsburg- Nürnberg, Augsburg	De Haan & Oerlemans Scheeps, Heusden
—	Capt. Hans Rinck, Finkenwerder	Kohlfleet	Coaster	300	425	—	—	Diesel	—	—	August Pahl, Finken- werder
—	Sartori & Berger, Kiel	Konsul Sartori (923)	Cargo	984	1,700	—	—	Diesel	—	—	Howaldts- werke A.G., Kiel
—	Cie. des Messageries Mari- times, Dunkirk	Meinam	Cargo	7,350	11,000	502 x 64.3 x 41	—	Tw.-scr. 8-cyl. 2-str. diesel	—	Cie. de Constr. Mecaniques Sulzer, St. Denis	Arsenal de Brest
—	S. Dost, Groningen	Mudo	Coaster	400	560	164.1 o.a. and 147.8 b.p. x 26.3 x 10.5	10	Brons diesel	360	—	E. J. Smit & Zoon, Wester- broek
—	Finska Anfartygs A.B. Helsinki	Orion (520)	Cargo	2,497	3,300	352.6 o.a. x 46.6 x 20.2	16	7-cyl. 2-str. diesel	3,500	Sulzer Bros., Winterthur	De Herwede, Hardinxveld
—	A. Mooy, Groningen	Peto	Coaster	—	400	—	—	Deutz diesel	300	—	Worst & Dutmer, Meppel
—	S. Boudewijn, Groningen	Westward Ho	Coaster	400	500	142.6 x 25.7 x 8.8	10	8-cyl. 2-str. diesel	—	Masch. Augsburg- Nürnberg, Augsburg	G. J. van der Werff's Scheeps, Wester- broek
Jan. —	Schothorst & W. Schuitema, Groningen	Rubicon	Coaster	499	750	171.3 o.a. x 28.2 x 11.7	11	Sin.-scr. 8-cyl. 4-str. diesel	500	Werkspoor N.V., Amsterdam	"Wester- broek" "Pa. Broeken
Jan. 26	Pot & Sons, Delfzijl	Vero	Coaster	—	435	144.4 x 24.6 x 10	8.5	4-str. Brons diesel	240	—	Sander Bros., Delfzijl
Feb. —	Nyegaard & Co. (Sverre Blix), Oslo	Nyco	Cargo	2,080	—	—	11.5	Compound steam, Bauer-Wach turbine	—	Shipbuilders	Nylands Verkted, Oslo
Feb. 2	Rederi N.V. "Zuidland," Rotterdam	Westkust	Coaster	499	850	188.3 x 29.5 x 15.5	11	Brons diesel	500	—	Gebr. van Diepen N.V., Water- huizen
Feb. 15	Gdynia-America Shipping Lines	Piast	Refrig. cargo	3,181	2,890	315 b.p. x 47.08 x 29.33	16.5	10-cyl. 2-str. dies	4,200	Shipbuilders	Burmeister & Wain

MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

A NEW company is being formed by the Anglo-Iranian Oil Co., Ltd., Common Brothers, Ltd., and Matheson & Co., Ltd., to own and operate tankers. The company, which is to be registered as a private limited company in London, will be managed by Matheson & Co., Ltd., and Common Brothers, Ltd., the latter company being responsible for the operation of the ships. Orders for ten tankers have already been placed on behalf of the company. The tankers will be of about 16,000 tons d.w. and will be completed in 1953-54. Details are given on page 230.

THE Grace Line has applied to the U.S. Federal Maritime Board for a construction subsidy to build two new passenger liners of 10,071 tons gross for service to Venezuelan, Colombian and Dutch West Indies ports. The line has already applied for an operating subsidy for service to these ports and no decision has been reached on this application. The application for a construction subsidy was made conditional on an operating subsidy being granted.

THE Dublin Port and Docks Board has awarded a £892,641 contract for the construction of a new graving dock to the Irish Construction Company, of Dublin. The dock will be 630 ft. long and 80 ft. wide, and able to accommodate vessels of up to 18,000 tons d.w. Work will take three years.

MR. A. B. STEWART, of Lloyd's, and Mr. Harold H. Mummery, underwriter of The London Assurance, have been re-elected chairman and deputy chairman respectively of the Joint Hull Committee for the ensuing year.

THE late Sir Willie Reardon-Smith, former chairman of the Reardon-Smith Line, Ltd., who died on November 24, left £385,042 gross (£368,944 net).

THE maiden voyage of the new 26,000-ton U.S. liner *Constitution* has been delayed for nearly two months. She will make her first sailing from New York on June 21.

THE Cie. des Messageries Maritimes will place two new 12,000-ton liners into service between France and Australia this year, the *Caledonian* and the *Tahitian*. They will have a cruising speed of 15 knots and will cut the voyage time from Marseilles via Panama and the French Pacific possessions from the prewar steaming time of 70 days to 45 days. Each will carry 50 first- and 220 third-class passengers. Until these two ships are ready, the line will use two chartered ships, the *Chungking* and the *Changchoe*, owned by the China Navigation Company.

ADDITIONAL land has been leased to Bartman & Sons, Ltd., by the River Wear Commissioners to enable the company to build ships up to 16,500 tons d.w. The crane tracks are to be extended by a further 80 ft. The River Wear Commissioners have also approved alterations to the launching ways of Joseph L. Thompson & Sons, Ltd., and John Crown & Sons, Ltd.

WORK is to begin shortly on extending the fabricating shop and erecting a new fitting shop at the yard of R. & W. Hawthorn, Leslie & Co., Ltd., at a cost of £40,000.

A new branch of the Brookhirst Switchgear, Ltd., has been opened in Newcastle at Lloyds Bank Chambers, 15 Sandhill, Quayside, Newcastle-on-Tyne 1. Mr. T. G. Evans has been appointed district manager and will be responsible for the company's interests in Northumberland and Durham.

A FAREWELL dinner attended by 450 guests was given by the directors of the Pyrene Co., Ltd., to Mr. Wallace B. Phillips, chairman of the company, on the occasion of his return to the United States.

AS FROM March 5 the offices of Kersten, Hunik & Co. (London), Ltd., will be at 282/288 Ilex House, Minorities, London, E.C.3 (telephone: ROYal 5732/5).

THE late Mr. J. Denham Christie, a former chairman of Swan, Hunter & Wigham Richardson, Ltd., who died on October 10, left £102,664 gross (£89,766 net).

AT THE annual meeting of the Blyth Harbour Commission, Mr. C. Wilton was elected chairman in succession to Mr. R. Lishman and Mr. R. D. Glass was elected deputy chairman. Mr. Wilton said that 1950 had seen a marked improvement in the trade of the port. Coal shipments had increased by 421,760 tons to 6,197,998 tons, but general trade declined in the latter part of the year. The current year had started well, January shipments (486,466 tons) showing a slight increase over the comparable period of last year (483,753 tons).

THE Minister of Transport has appointed Mr. K. H. L. Cooper, distribution manager of Imperial Chemical Industries, Billingham, and Mr. J. J. Brown, transport manager, Vickers-Armstrongs, Ltd., to be members of the Transport Users' Consultative Committee for the North Eastern Area. Sir Mark Hodgson is chairman of the committee.

MR. T. H. BLACKHAM, manager and underwriter of the Reliance Marine Insurance Co., Ltd., has been re-elected chairman and Mr. C. H. Johnson, manager and underwriter of the British & Foreign Marine Insurance Co., Ltd., and the Thames & Mersey Marine Insurance Co., Ltd., deputy chairman of the Liverpool Underwriters' Association.

THE offices of Worms & Co., Ltd., general agents in the U.K. for Nouvelle Cie. Havraise Peninsulaire de Navigation, have been removed to 15 St. Helen's Place, London, E.C.3 (telephone: LONDON Wall 3308).

THE 98th annual general meeting of the London Shipowners' and Shipbrokers' Benevolent Society is to be held at 2.30 p.m. on March 1 at the Baltic Exchange, St. Mary Axe, London, E.C.3.

THE death has occurred of Mr. Harry Parsons, who served for 21 years as chairman of Southampton Harbour Board. He was founder and chairman of the Parsons Engineering Co., Ltd.

MR. A. BELL, manager of Dent & Co., shipbrokers at Blyth since 1926, has been appointed Swedish Vice-Consul at Blyth in succession to the late Mr. J. Manners, who held the position for 42 years.



MR. C. F. B. ARTHUR, R.N. (ret.), a director of the Bolton Steam Shipping Co., Ltd., is chairman for the ensuing year of the London Deep Sea Tramp Shipowners' Association. Mr. Arthur, who is also a director of F. Bolton & Co., Ltd., and Glover Bros. (London), Ltd., was Shipping Adviser of the Trade Division, Admiralty, in 1939-43 and during 1943-45 he was the representative for Ceylon at the Ministry of War Transport. He retired from the Royal Navy in 1919, attaining the rank of Commander, and joined the Bolton Steam Shipping Co. in 1921. He is a Younger Brother of Trinity House

MR. OLE BERGESEN, co-partner of Sigval Bergesen d.y. & Co., Stavanger, is president of the Norwegian Shipowners' Association. Mr. Bergesen, who is chairman or a director of a number of companies, has been a member of the board of directors of the Norwegian Shipowners' Association since 1935 and of the Association's executive committee since 1940, being elected vice-president in 1948 and president at the beginning of this year. He is a member of the board of directors of the Norwegian Tank-shipowners' Group, the Northern Shipowners' Association and the Baltic and International Maritime Conference



CROSSLEY

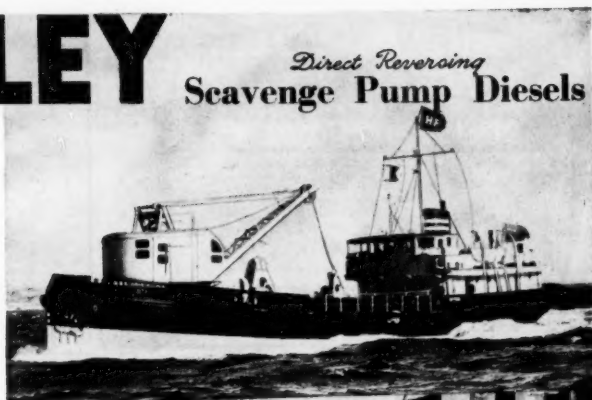
Direct Reversing
Scavenge Pump Diesels

MANCHESTER PROPULSION ENGINES FOR MANCHESTER SHIP CANAL ...

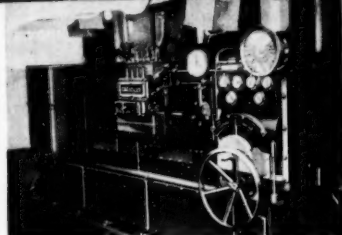
The Vessel illustrated is the Manchester Ship Canal Company's Dredger, "M.S.C. Grab Hopper No. 1" built to the design of their Chief Mechanical Engineer by Messrs Henry Robb Ltd., of Leith.

The propulsion engine is a 600 B.H.P. Crossley Diesel, running at 250 r.p.m., and is of the latest and most up-to-date design.

An auxiliary 250 B.H.P. Crossley running at 750 r.p.m. drives the principal generating set and two other Crossleys each developing 28 B.H.P. at 1000 r.p.m. drive a generator mounted centrally between them.



Photograph by "Shipbuilder and Marine Engine Builder."



CROSSLEY BROTHERS LTD. • OPENSRAW • MANCHESTER II
LONDON OFFICE : Langham House 308 Regent St., W.1

C316

HOUSTON LINE

(British & South American Steam Navigation Co., Ltd.)

SOUTH AND EAST AFRICA

For all information apply to—

HOUSTON LINE (LONDON), LTD., 4, ST. MARY AXE, LONDON, E.C.3.
or JOHN M. LENNARD & SONS, LTD., MIDDLESBROUGH

Telephone : AVenue 5834 5

Hawthorn, Leslie

PASSENGER and CARGO VESSELS • TANKERS

Doxford, Sulzer and Werkspoor
Diesel Engines

Marine Turbines and
Watertube Boilers

R. & W. HAWTHORN, LESLIE & CO. LTD., NEWCASTLE UPON TYNE

Dry Dock 502' x 66'

JOSEPH L. THOMPSON & SONS LTD. SIR JAMES LAING & SONS LTD.

NORTH SANDS YARD SUNDERLAND • DEPTFORD YARD SUNDERLAND

Shipbuilders for over a Century

PALM LINE
LIMITED

Palm Line operates a frequent and reliable service of modern cargo liners between West Africa, the Continent and Great Britain

CARGO LINERS LINKING
WEST AFRICA & EUROPE



UNION HOUSE, BLACKFRIARS, LONDON, E.C.4
AFRICA HOUSE, MERSEY ST. LIVERPOOL 1

GELLATLY, HANKEY & CO. LTD.

REGULAR SERVICES FROM

United Kingdom to Egypt, Red Sea, India,
Ceylon Africa, Straits Settlements and
Far East

For Freight, Passage, Forwarding and Insurance, apply to :
GELLATLY, HANKEY & CO., LTD.,
Dixon House, 1, Lloyd's Avenue, LONDON, E.C.3
or 23 Pall Mall, S.W.1, Manchester, Liverpool, Glasgow

PERSIAN GULF . . .

AHMAD BEHBEHANI & SONS
KUWAIT

INVITE APPOINTMENTS AS
AGENTS FOR SHIPPING COMPANIES
EXTENDING THEIR SERVICES TO THE PERSIAN GULF

Details of prewar representations available on request.
Integrity and financial standing supported by bankers
references.

Tele. No. 382.

Cables : Behbehani-Kuwait

VALVES.



Kinghorn Valve.

KINGHORN PATENT
ROGLER-HOEBIGER
PATENT

and Disc or Plate
Valves of every de-
scription for Pumps,
Air and Gas Com-
pressors, Diesel
Engine Scavenge
Pumps, etc.

THE METALLIC VALVE CO., LTD.
SANDFORD STREET, BIRKENHEAD

COAST LINES SEAWAY

REGULAR SERVICES BETWEEN
ALL IMPORTANT PORTS



UNITED STATES LINES

Regular Frequent Service to

NEW YORK

BOSTON, PHILADELPHIA, BALTIMORE & HAMPTON ROADS
FROM
LONDON, SOUTHAMPTON, LIVERPOOL,
GLASGOW and BELFAST

For sailings and all information apply

LONDON: 38, Leadenhall St., E.C.3 (Royal 6677)
LIVERPOOL: Wellington Buildings, 7, The Strand (Central
1931 6)
GLASGOW: 179, West George St., C.2.
BELFAST: 67/69 HIGH STREET (Belfast 25451)

Or any authorised Agents

WILLIAM MORIER & Co. LTD.

COPLAND ROAD, GLASGOW, S.W.1

~ SINCE 1836 ~



PAINTING BRUSHES and
GENERAL BRUSHWARE

Specialising in Shipbuilders' Requirements

N. HINGLEY

& SONS, LTD.



Dudley

CABLES ANCHORS

Australia

**Passenger & Cargo Service
One Class (Tourist)**

ABERDEEN & COMMONWEALTH LINE

88, LEADENHALL STREET, LONDON, E.C.3.

Telephone: AVenue 4232

**WORLD WIDE
CARGO
SERVICES**

CLAN LINE

For details apply:

CAYZER, IRVINE & Co., Ltd.
LONDON • LIVERPOOL • GLASGOW

ROYAL MAIL LINES

to **SOUTH AMERICA**

**BRAZIL • URUGUAY
ARGENTINA**

**WEST INDIES
SPANISH MAIN
CENTRAL AMERICA
NORTH PACIFIC COAST**



ROYAL MAIL LINES, LTD.

London: Royal Mail House, Leadenhall Street, E.C.3. America House, Cockspur Street, S.W.1.

Liverpool: The P.S.N. Co., Pacific Building, James Street, (2)

CARGO FROM

Hamburg, Bremen, London & East Coast U.K. Ports

TO

U.S.A. GULF PORTS

BROWN, JENKINSON & CO., LTD., 113 Fenchurch Street, E.C.3.
WESTBOUND LOADING BROKERS

**Galveston, Houston, New Orleans & Mobile
to East Coast U.K. & North Continent**

by ROPNER LINE

SIR R. ROPNER & CO. (MANAGEMENT)
LTD.

Coniscliffe Road, Darlington.

Telephone 2811.

SIR R. ROPNER & CO. (LONDON) LTD.

22 St. Mary Axe, London, E.C.3.

Telephone: AVE 2153

STRACHAN SHIPPING CO.—New Orleans and all U.S. Gulf Ports.

BROCKLEBANK & WELL LINES

GLASGOW and LIVERPOOL to CALCUTTA

For Rates of Freight and further particulars, apply to Alex. Howden and Co. Ltd., 107/112, Leadenhall Street, London, E.C.3.; P. Henderson & Co., 95, Bothwell Street, Glasgow; The Cunard Steam-Ship Co. Ltd., Bradford, Birmingham; Bigland, Hogg & Co. Ltd., Zealand Bldgs., Middlesbrough; THOS. & JNO. BROCKLEBANK, Ltd., Cunard Building, Liverpool. And Manchester Dundee and Sheffield.

MIDDLESBROUGH and LONDON to COLOMBO MADRAS and CALCUTTA

For Rates of Freight and further particulars, apply to Gosman & Smith, Ltd., 96/98, Leadenhall Street, E.C.3.; Bigland Hogg & Co. Ltd., Middlesbrough; of the Owners THOS. & JNO. BROCKLEBANK LTD., LIVERPOOL.

BLUE STAR LINE

EXPRESS LINER SERVICES

**WEST INDIES & SPANISH MAIN
SOUTH AFRICA, AUSTRALIA,
BRAZIL & ARGENTINA**

or **SAILINGS**, Freight, Insurance and Passages, apply:—

BLUE STAR LINE LTD., 31-33, LIME ST., E.C.3
Manchester, Birmingham,

Liverpool: Lamport & Holt Line Ltd. Glasgow: J. S. Nowery & Co.

Chief Passenger Office

No. 3, Lower Regent Street, London, S.W.1.

UNION-CASTLE LINE

to

South and East Africa

WEEKLY MAIL SERVICE

from SOUTHAMPTON

also Intermediate & East African

Sailings from LONDON

Head Office:

3 FENCHURCH ST. LONDON, E.C.3

MAN 2550 (Passenger MAN 9104)

West End Passenger Agency:

125 PALL MALL, SW1 WH1 1911



P. S. N. C.

**LIVERPOOL, BERMUDA, BAHAMAS, CUBA,
JAMAICA, PANAMA CANAL, WEST COAST OF
SOUTH AMERICA.**

Also via Bahia Blanca & Punta Arenas

THE PACIFIC STEAM NAVIGATION CO.

Pacific Building, James St., Liverpool, 2

London Agents: Royal Mail Lines, Leadenhall St. E.C.3

Freight: McGregor, Gow & Holland, Ltd.

16, St. Helen's Place, London E.C.3

NEW ZEALAND LINE

PASSENGER & CARGO SERVICES via PANAMA



Particulars from:

J. B. WESTRAY & CO. LTD.,
138 Leadenhall Street, E.C.3
Tel.: AVENUE 5220

THE NEW ZEALAND SHIPPING Co. Ltd.

PORT LINE

U.K. to AUSTRALIA and NEW ZEALAND

NEW YORK to AUSTRALIA and
NEW ZEALAND

PORT LINE LTD.

CUNARD HOUSE, 88, Leadenhall Street, London, E.C.3
Phone: Avenue 1270. Telegrams: "Portships, Fen, London"

HOULDER BROTHERS & CO. LTD.

Shipowners, Insurance Brokers, Passenger &
General Forwarding Agents (Sea and Air)
REGULAR FAST SERVICES to
RIVER PLATE

From Liverpool, London, Bristol Channel & Antwerp
and to SOUTH AFRICA

FREIGHT ENGAGEMENTS made and goods insured and forwarded
By Sea and Air
TO ALL PARTS OF THE WORLD

Head Office: 53, LEADENHALL STREET, LONDON, E.C.3

Branch Offices at Liverpool, Glasgow, Newport (Mon.), Bristol, Swansea,
Manchester, Hull, Southampton, Birmingham, Sheffield, Bradford,
Hanley, Dundee, Cape Town and Sydney (S.S.W.).

Representatives in Argentina and Uruguay: Soc. Anon. Houlder Brothers
& Co. (Argentina), Ltd., Buenos Aires, Rosario, La Plata and
Montevideo.

Brazil: Houlder Brothers & Co., Brazil, Ltd., Rio de Janeiro and Santos.

BRITISH & CONTINENTAL STEAMSHIP CO., LTD.

AMSTERDAM. ROTTERDAM. DUNKIRK. ANTWERP. GHENT
& TERNEUZEN from and to LIVERPOOL & MANCHESTER
ANTWERP & GHENT from and to GLASGOW
GHENT from and to BELFAST

AGENTS

LIVERPOOL and MANCHESTER

For Rotterdam, Amsterdam and Dunkirk Steamers: Wilson, Son & Co.

For Antwerp, Ghent and Terneuzen Steamers: J. T. Fletcher & Co.

GARSTON: Ed. W. Turner & Son.

BARROW: James Fisher & Sons, Ltd.

GLASGOW: Clyde Shipping Co., Ltd.

BELFAST: G. Heys & Sons Ltd. - James Little & Co. (Belfast), Ltd.

ANTWERP, GHENT, TERNEUZEN: John P. Best & Co., S.A.

ROTTERDAM: P. A. Van Es & Co.; Phs. Van Ommeren (Rotterdam) N.V.

AMSTERDAM: Van Es & Van Ommeren - Holland Steamship Co.

DUNKIRK: L. A. De Baecker.

LONDON: Phs. Van Ommeren (London), Ltd., Baltic House, 27, Leadenhall
Street, E.C.3

PARIS: Phs. Van Ommeren (France) S.A., 11, Rue Tronchet, 9c

ORIENT LINE to AUSTRALIA



FOR PARTICULARS APPLY: 14 COCKSPUR ST., LONDON, S.W.1 Tel. TRA 7141
ORIENT LINE 7 BISHOPSGATE, LONDON, E.C.3 Tel. MAN 3456
9 KINGSWAY, W.C.2 Tel. TEM 2158 or Agents

P&O and B.I.

- From United Kingdom and Continental ports to EGYPT, ADEN, RED SEA PORTS, INDIA, PAKISTAN, CEYLON, E. & S. AFRICA, MALAYA, CHINA, JAPAN, AUSTRALIA, etc.

For details of services, fares, etc., apply—

P. & O., 122, Leadenhall St., E.C.3. • 14, Cockspur St., S.W.1
• 9, Kingsway, W.C.2 •

B. I. Agents: Gray Dawes & Co., 12, Leadenhall St., E.C.3

BIBBY LINE

UNITED KINGDOM, CONTINENT,
MARSEILLES, EGYPT, SUDAN, CEYLON
AND BURMA

All enquiries to—

BIBBY BROTHERS & CO., Martins Bank Building, Water
Street, LIVERPOOL, 2.

WILSON LINE, HULL (Grams' WILSONS, HULL) Phone No. 16180 (20 lines)

REGULAR SERVICES

From Hull, London, Liverpool, Manchester, Middlesbrough, Newcastle,
Aberdeen, Swansea, Newport, Antwerp, Dunkirk, etc.: to and from
Norway, Sweden, Denmark, Poland, Baltic States, Portugal, Mediterranean
Adriatic & Levant Ports, Egypt, India, Pakistan, Canada & United States.

PASSENGERS Passenger Services to Norway, Sweden, Denmark,
Poland, Italy, United States and Canada, etc.

MARINE INSURANCE Insurances arranged on Cargo by
our own and other steamers to and
from all ports at current rates of premium.
Lighter Owners Forwarding Agents, Warehouse Keepers and Sworn
Weighers Bunkers supplied.

For Rates of Freight, Fares, Insurance, Forwarding, etc., apply to—

ELLERMAN'S WILSON LINE, Ltd., HULL
or Branch Offices at Leeds, Sheffield, Manchester, Birmingham, Bradford
and Grimsby; or London Agents—THE UNITED SHIPPING CO.
Ltd., 108, Fenchurch St., London E.C.3. London Brokers for Indian and
Pakistan Trade—GELLATLY, HANKEY & CO., Ltd., Dixon House,
1, Lloyd's Avenue, London, E.C.3., or 62, Pall Mall, S.W.1.

THE BANK LINE

OPERATING THE FOLLOWING SERVICES:

AMERICAN AND INDIAN LINE—Calcutta, Chittagong, Rangoon and Colombo to Halifax, Boston, New York, Philadelphia, Baltimore and Norfolk (Va.).

AMERICAN AND INDIAN BRANCH LINE SERVICE—Rangoon, Chittagong, Madras, Madras Coast, Colombo and Malabar Coast, (filling up if necessary at Aden and Port Sudan) to Halifax, Boston, New York, Philadelphia, Baltimore and Norfolk (Va.).

BOMBAY AMERICAN LINE—Bombay to New York and Philadelphia. AMERICAN AND ORIENTAL LINE—U.S. Atlantic and Pacific Coast ports to Philippines, Japan, China, Hong Kong, Indonesia and Malaya, returning to Canada and U.S.A. via Suez Canal.

CALCUTTA TO RIVER PLATE PORTS—Chittagong, Calcutta and Other Indian Ports. Colombo and Malabar Coast to Brazil, Montevideo, Buenos Aires, Rosario and Bahia Blanca.

INDIAN CHILEAN LINE—Calcutta, Chittagong, Rangoon, Singapore and Indonesia to West Coast of South American ports. Calling at Colombo and Cochin when opportunity offers.

INDIAN AFRICAN LINE—Carrying passengers and cargo from INDIA-NATAL LINE (Rangoon, Chittagong, Calcutta, other Indian ports and Colombo to East and South African ports and vice versa. (Vessels of the India-Natal Line also call at Madagascar when opportunity offers.)

ORIENTAL AFRICAN LINE—Carrying passengers and cargo from Shanghai, Hong Kong, Philippines, Saigon, Bangkok and Malaya to Mauritius, Reunion, East and South African ports and vice versa. Taking cargo on Through Bills of Lading from Japan.

U.S. GULF to AUSTRALASIA—Regular sailings from all U.S. Gulf ports to all ports in Australia and New Zealand. Calling at Trinidad en route when sufficient inducement offers.

U.S. GULF to SOUTH AFRICA—U.S. Gulf ports to South and East African ports.

PERSIAN GULF—General Merchants, Export, Import and Ship Agents.

For Freight and Particulars apply to—

ANDREW WEIR

SHIPPING & TRADING CO., LTD.

19-21, BURY STREET, LONDON, E.C.3.

ANGLO BALTIC LINES

U.K. PORTS

to

GDYNIA, GDANSK & FINNISH PORTS

also

KLAIPEDA (Memel) LIEPAJA (Liban)
RIGA and TALLINN

when conditions permit, and sufficient inducement offers.

For further particulars apply to—

UNITED BALTIC CORPORATION, LIMITED,

15B, Fenchurch Street, London, E.C.3

Telegrams: "Orienteako," London
Telephone No.: Mansion House 3311 (8 lines)

MAC ANDREW LINE

SPAIN AND MOROCCO

Regular Services from LONDON, LIVERPOOL and Principal U.K. Ports

Express Service by fast Motorships from
LONDON and LIVERPOOL to BARCELONA

HALL'S LINE To LISBON and GIBRALTAR

Express Service by fast Motorships from LONDON to GIBRALTAR

GLYNN LINE To WEST ITALY and SICILY

For Freight and Passage apply to—

MACANDREWS & CO., LTD.,

19, Leadenhall St., London, E.C.3.

Telephone: MANSION HOUSE 1543

Cunard Building, Water St., Liverpool, 3. Tel: CENTRAL 3922
BRANCH HOUSES at *Barcelona, *Madrid, *Tarragona
*Castellon, *Burriana, *Valencia, *Gandia, *Denia
*Carchagena, *Almeria, *Malaga, *Seville and Bilbao

Branches with * act as Lloyd's Agents.

Agencies in all other principal ports

FURNESS LINES

FURNESS LINE

London to Philadelphia and New York.

FURNESS WEST INDIES LINE

New York to U.S. Virgin Islands, British & French West Indies, Venezuela and Trinidad.

Newfoundland and Canada to U.S. Virgin Islands, British & French West Indies, Venezuela & Trinidad.

FURNESS RED CROSS LINE

New York to Saint John, N.B./Halifax,
N.S./ St. John's and Corner Brook, N.F.

FURNESS-WARREN LINE

Liverpool to St. John's, Newfoundland, Halifax,
N.S., and Boston.

FURNESS PACIFIC SERVICE

Manchester to Los Angeles, San Francisco, Victoria
and Vancouver, B.C., via Panama Canal.

Loading Brokers:—Manchester Liners Ltd. Manchester 2.

FURNESS BERMUDA LINE

New York to Bermuda.

JOHNSTON WARREN LINE

Antwerp, Hamburg and Liverpool to Piraeus, Volo,
Thessaloniki, Izmir. Haydar Pasha, Istanbul, Black
Sea, Roumanian and Danubian Ports

For further information apply:—

FURNESS WITHY & CO., LTD.,

Furness House, Leadenhall Street, London, E.C.3.

Also at LIVERPOOL, GLASGOW, LEITH,
MIDDLESBRO' AND NEWCASTLE.

PRINCE LINE

CANADA & U.S.A.—BRAZIL—RIVER PLATE—BRAZIL

TRINIDAD—U.S.A. & CANADA

U.S.A.—SOUTH & EAST AFRICA—U.S.A.

U.S.A.—FAR EAST—E. CANADA—U.S.A.

U.K.—MEDITERRANEAN—U.K.

ARGENTINA & URUGUAY—U.K.

For further information apply—

PRINCE LINE LTD. :: 56, Leadenhall St., E.C.3

FIRE! WHERE'S YOUR NU-SWIFT?

The World's Fastest Fire Extinguishers
— for every Fire Risk
Pressure-operated by sealed CO₂ Charges
NU-SWIFT LTD. • ELLAND • YORKS
In Every Ship of the Royal Navy



Go to Gardiner's

for
Uniforms
Battle Dress
Caps, Badges
Gold Lacing
Raincoats
Oilskins
Rubber Boots
Boot Hose
Overalls
Kit Bags
Bedding
Blankets

GARDINER & CO. (The Scotch House) Ltd.
1, 3 & 5, Commercial Road, London, E.1
(Opposite Aldgate East Station) Phone: Bishopsgate 6751 3
ORDER BY POST—SELF MEASUREMENT FORMS SUPPLIED
Complete Outfits for R.N., R.N.V.R. and M.N.

HIGGINSON'S

Cargo
Blocks



Ships'
Gear

HIGGINSON & CO.
7, Hurst Street, LIVERPOOL, 1
Phone: Royal 6869 Telegrams: Hydraulic Liverpool

EAGLE AVIATION LTD. draws the attention of shipowners

to their fleet of Avro York aircraft recently
increased to six in number. These aircraft
are ideal for crew movements also for the
transport of ships' spares.
Maximum economy - Maximum speed.

Head Office:

29 CLARGES STREET, LONDON, W.1.
Tel: GROsvenor 6411 Cable: Speedlode Audley, London.

ADMIRALTY CHARTS

The LATEST EDITIONS of Charts
Plans and Sailing Directions
published by the Hydrographic
Dept., can be obtained from

J. D. POTTER, Admiralty Agent for Charts,
Publisher of Nautical Books,
and Booksellers.

145, MINORIES, LONDON, E.C.3. (Tel.: Royal 1369)
Large Stocks of Nautical and Technical Books of all
descriptions.

SHIP & ENGINE REPAIRS

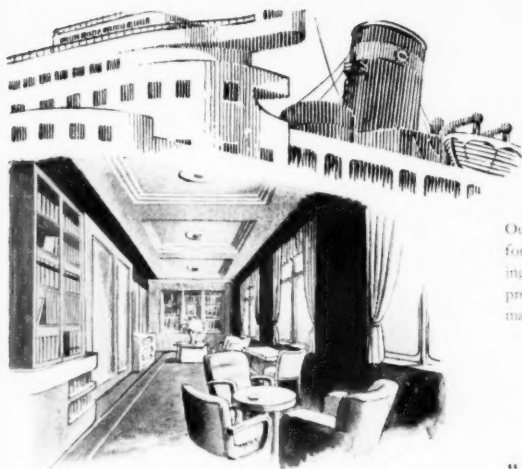
BLUNDELL & CROMPTON LTD.
Engineers, Boilermakers, Coppermiths, Brassfounders, etc
WEST INDIA DOCK ROAD, LONDON, E.14.
and TILBURY DOCKS, ESSEX.
Telephones—EAST 3838 (3 lines) and TILBURY 33.

FOR SALE

TUGS FOR SALE: 250 hp, 20ft. Hull and Diesel engine reconditioned,
Demonstrations in Thames Estuary. Apply Fairmile Construction Co. Ltd.,
Colham, Surrey.

INDEX TO ADVERTISERS IN THIS ISSUE

	Page		Page		Page
Aberdeen & Commonwealth Line	A17	Ellerman Lines	A12	Pacific Steam Navigation Co.	A17
Anderson, Green & Co., Ltd.	A18	Ellerman's Wilson Line, Ltd.	A12	Palm Line Ltd.	A16
Anglo Baltic Lines	A19	Everard, F. T., & Sons, Ltd.	A14	P. & O. and B. I. Companies	A18
Appley Frodingham Steel Companies	A5	Forster, T. S., & Sons, Ltd.	A14	Port Line, Ltd.	A18
Automatic Coil Winder & Electrical Equipment Co., Ltd.	A4	Furness Withy & Co., Ltd.	A19	Potter, J. D.	A20
Bank Line	A19	Gardiner & Co. (The Scotch House), Ltd.	A20	Preston, Isaiah Ltd.	A21
Barclay, Curle & Co., Ltd.	Back Cover	Gellatly, Hankey & Co., Ltd.	A16	Prince Line, Ltd.	A19
Bibby Brothers & Co.	A18	Hawthorn, R. & W., Leslie & Co., Ltd.	A20	Reece Mace (1950) Ltd.	A2
Blue Star Line, Ltd.	A6	Higgins & Co.	A15	Ropner, Sir R., & Co. (Management), Ltd.	A17
Blundell & Crompton, Ltd.	A21	Hingley, N., & Sons, Ltd.	A16	Royal Mail Lines, Ltd.	A17
Bristol Port of Authority	A18	Houlder Brothers & Co., Ltd.	A18	Scottish Non-Ferrous Tube Industries, Ltd.	A6
British & Continental Steamship Co., Ltd.	A18	Houlihan Line (London) Ltd.	A15	Shell Petroleum Co., Ltd.	A3
British Insulated Callender's Cables, Ltd.	Front Cover	International Paints, Ltd.	A21	Smith's Dock Co., Ltd.	A7
British Thomson-Houston Co., Ltd.	A10	Laing, Sir James, & Sons, Ltd.	A15	Strommen Vaerksted A/S	A8
Brocklebank, Thos., & Jno., Ltd.	A17	MacAndrews & Co., Ltd.	A19	Thermionic Products, Ltd.	A4
Behbehani, A. & Sons	A16	Metallic Valve Co., Ltd.	A16	Thermotank, Ltd.	A14
Cape Asbestos Co., Ltd.	A9	Morier, Wm. & Co., Ltd.	A16	Thompson, Joseph L., & Sons, Ltd.	A15
Cayzer Irvine & Co., Ltd.	A17	Mountstuart Dry Docks, Ltd.	A4	Tyne Plywood Works, Ltd.	A12
Clan Line	A16	New Zealand Shipping Co., Ltd.	A18	Union-Castle Mail Steamship Co., Ltd.	A17
Coast Lines, Ltd.	A11	No-Swift, Ltd.	A20	United Baltic Corporation	A19
Cory Brothers & Co., Ltd.	A13	Orient Line	A21	United States Lines	A16
Cory, Wm., & Son, Ltd.	A15			United Steel Companies, Ltd.	A5
Crosley Brothers, Ltd.	A20			Weir, Andrew, Shipping & Trading Co., Ltd.	A19
Eagle Aviation, Ltd.	A20			Westminster Bank, Ltd.	A6
				Westminster Dredging Co., Ltd.	A2



A.1. all through

Outside, protection from the ravages of corrosion and marine fouling; inside, delightful colour schemes provide cheerful surroundings. Paint plays a vital part everywhere on board ship, "International" produce a complete range of paints, scientifically designed for every marine requirement.

Registered



Trade Mark

"INTERNATIONAL"—THE GREATEST NAME IN MARINE PAINTS

International Paints Ltd

GROSVENOR GARDENS HOUSE, LONDON, S.W.1.

Telephone : VICToria 3161 (10 lines)

Also at Cardiff, Glasgow, Liverpool, Newcastle, Southampton, West Hartlepool, Hull and in all the world's principal ports.

ISAIAH PRESTON LIMITED

ANCHOR WORKS
CRADLEY ROAD

CRADLEY HEATH, STAFFS., ENGLAND

Telephone : 6494 Cradley Heath

MANUFACTURERS OF:

STOCKLESS ANCHORS
STOCK ANCHORS, and ALL TYPES
BOATS' ANCHORS,
SHACKLES & FORGINGS



Hall's Type Stockless Anchors to British Lloyd's and Bureau Veritas' Requirements

LONDON OFFICE:

MITRE CHAMBERS,
MITRE STREET, LONDON, E.C.3.

Telephone: Avenue 2747.

To drop at
the port of

BRISTOL

For a quick
TURN ROUND

the port of

BRISTOL

ENGLAND

BARCLAY CURLE

and Co. Ltd.

Clydeholm Shipyard, Glasgow

M. S. BRAESIDE



M. S. COROMANDEL



SHIPBUILDERS, ENGINEERS,
AND SHIP REPAIRERS